



*25<sup>th</sup>*  
*Anniversary*

THE  
PORT OF NEW YORK  
AUTHORITY

1921

1946

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COMMISSIONERS OF  
THE PORT OF NEW YORK AUTHORITY

NEW YORK

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FRANK D. ABELL

DONALD V. LOWE

F. PALMER ARMSTRONG

HOWARD R. CRUSE

The Commissioners, six from each State, are appointed by the Governors of New York and New Jersey. They serve without pay for terms of six years.

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**T**hroughout the twenty-five years of its existence The Port of New York Authority has had the fine support of the people of the New Jersey-New York Port District. Such support has made possible our successful efforts to help improve and unify the terminal and transportation facilities of the Metropolitan area. It has encouraged us in our job of promoting and protecting the commerce of the Port of New York. It is with considerable gratification and appreciation that the Commissioners of the Port Authority acknowledge the public estimate of our first twenty-five years of accomplishment.

HOWARD S. CULLMAN

CHAIRMAN



STATE OF NEW YORK  
EXECUTIVE CHAMBER  
ALBANY 1

April 26, 1946.

THOMAS E. DEWEY  
GOVERNOR

Honorable Howard S. Cullman,  
The Port of New York Authority,  
111 Eighth Avenue,  
New York 11, N. Y.

Dear Mr. Cullman:

I understand that next Tuesday, April 30th, is the Twenty-fifth Anniversary of the signing of the Compact between the two states under which the Port Authority was directed to go forward with the Bi-state plan of Port development. It is a real pleasure to extend to you and your fellow commissioners my congratulations on the great accomplishments that have characterized the whole history of the Port Authority. In unifying terminal and transportation facilities and promoting the commerce of the Port, the Authority has realized the high hopes which the two states shared when they created the agency in 1921.

During my own administration I have been repeatedly impressed by the prudence and soundness with which you have managed the public affairs entrusted to you. As a consequence, the credit of the Port Authority is pre-eminent among public agencies throughout the whole country.

When in 1944 I recommended to the Legislature the transfer to the Port Authority of the State Grain Terminal at Gowanus Bay in Brooklyn, it was with the expressed hope that such a transfer would ultimately be "for the greater benefit of the people of the State and the stimulation and assistance of commerce in the great Port of New York." After only two years of operation you have been able to repay this State advance in full, at the same time carrying out an extensive program of



Honorable Howard S. Cullman, 2  
April 26, 1946.

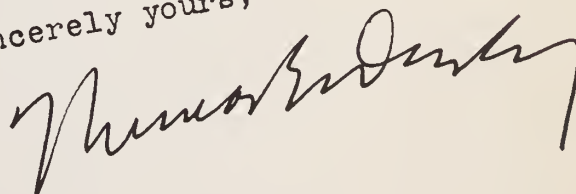
rehabilitation.

In reducing shipping costs and helping to relieve metropolitan traffic congestion your truck terminal program, financed under legislation which I was pleased to approve in 1945, should prove of real benefit to the people of the Port District.

It was a great pleasure, again this year, to aid your continuing program of necessary public projects by signing the bill to facilitate the financing of the proposed Union Bus Terminal, on a self-supporting basis. If it is found possible to go forward with such a Union Terminal on the West side, I feel confident it will prove an important factor in mitigating the traffic congestion of mid-Manhattan.

The Port Authority's enviable record could only be achieved by commissioners and a staff who work together to give the best possible service to their community. Will you, therefore, be kind enough to convey to all the officers and employees of the Port Authority my congratulations on a job well done. I know that the states of New York and New Jersey can depend upon their joint agency for a continuation of the forward-looking program of regional development which was entrusted to them by the states twenty-five years ago.

Sincerely yours,



TED:MD



STATE OF NEW JERSEY  
EXECUTIVE DEPARTMENT

April 26, 1946

My dear Mr. Chairman:

I have always taken a great deal of satisfaction out of the contribution that I was able to make as Governor of New Jersey over twenty-five years ago in cooperation with Governor Whitman of New York, who today is still a member of your Board, in bringing about the creation of The Port of New York Authority.

Now in my second term as Governor, and as we reach on Tuesday the Twenty-Fifth Anniversary of the signing of the Port Compact, I think that we have begun to realize the hopes that I had for the Authority when in my message of March 14, 1917 to the Legislature I recommended the passage of a bill giving the Governor of New Jersey power to cooperate with Governor Whitman of New York in the creation of an interstate commission. In that message I said that we might look to the Authority to -

"Build marine terminals, construct modern docks, acquire waterfront through purchase or condemnation, if necessary, and generally begin to attract the commerce carriers of the world, and the result must be the establishment of manufactories, business houses and all lines of industry within a radius of scores of miles increasing the prestige of the Port of New York, expanding business in both States, reclaiming and developing waste land and thereby adding millions of dollars, not alone to a large section of the State of New York, but also to that vast territory of New Jersey bordering on and about the port."

I have been very happy to take a hand once again, during the course of my present term, by approving the legislation which has made it possible for the Authority to continue the work to which it was originally directed in the Compact by the construction of great union transportation terminals to speed the flow of industrial products through the congested areas of our common port district.



STATE OF NEW JERSEY  
EXECUTIVE DEPARTMENT

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I am confident that in the years to come the Port Authority will continue to be as useful and constructive an agency of the two States as it has been through these past twenty-five years.

With felicitations to the Commissioners and the Staff, I am,

Sincerely yours,

A handwritten signature in cursive script, reading "William F. Hughes".

Governor.

Hon. Howard S. Cullman, Chairman,  
The Port of New York Authority  
111 Eighth Avenue,  
New York 11, New York

WEE:EGW



# Our Port of Many Ports

It is New York Harbor. Now the Port Authority, with 25 years behind it, prepares for a new era of sea, land and air traffic.

**M**OST of us accept New York Harbor—and New Jersey's harbor—as something that has always been here and is here to stay. Few of us give thought to its far-reaching influence. We hardly realize that it is a bulwark of prosperity not only for metropolitan New York and New Jersey but for the nation itself.

Commerce that flows through the harbor makes Broadway and Fifth Avenue what they are and adds to the wealth of Market Street in Newark. Harbor business reaches into banks and factories; it feeds railroads and trucking companies; it sells insurance, provides jobs. It is fair to say that one out of every ten workers in the 1,500-square-mile port area radiating from the Statue of Liberty earns his living directly or indirectly from harbor activities. Equally important is the fact that the Port of New York is our lifeline to the hinterland. Whatever happens here is reflected in scores of inland cities and in the Main Streets of innumerable villages. The city merchant, the farmer, the country storekeeper—all have a stake in the harbor.

Twenty-five years ago harbor commerce had outgrown its facilities. Traffic was slowing down; business was drifting away to other ports. The situation demanded drastic treatment. And so the States of New York and New Jersey joined hands to create the Port of New York Authority, whose task was to coordinate the terminal facilities of the port district, build bridges and tunnels linking geographical units and thus channel commerce more efficiently.

In the quarter-century which ended last Tuesday vast changes have been made by the Port Authority in the physical layout of the port district and its transportation system. But the job is far from done. Any old port is not good enough to meet competition for the privilege and profit of handling world commerce.

As the Authority enters its second twenty-five years, it is fully aware that the war brought about a revolution in transportation. We face immediate challenges. We must not only maintain the New York-New Jersey port as the surest, fastest and cheapest gateway to the world; we must promote the development of New York as a world air center. This means still better coordination, more airfields and terminals, a far more flexible system, for tomorrow competition will be keener than ever.

**T**ODAY the harbor is returning to peacetime activity. A few days ago 560 commercial ships were in port—the largest number in its history. This, despite the curtailment of our exports and the slow recovery of war-torn countries.

But the signs of growing commerce are visible. The New York Foreign Trade Zone—the only one in the country—is doing business again on Staten Island. France is sending us cognac, laces, perfumes. Irish linens and English china and woolsens are back in the stores. From India are coming rubber and carpets, shellac, jute, burlap and lizard skins; from South America, cargoes of hides; from Africa, shipments of cocoa. The Empire Wallace, on a recent maiden voyage, loaded twenty-three locomotives and tenders for discharge at Cherbourg, picking

By **HOWARD S. CULLMAN**  
Chairman, The Port of New York Authority

them up directly from the tracks with her own gear to stow them in her holds. And ship after ship is departing with food for hungry people throughout the world.

These are merely straws in the winds of commerce, but before looking into the future let us see the Port of New York as it is today. It is not one port; it is many. Almost anyone of its eight bays is as large as most European ports. Newark is a great lumber entrepôt; Elizabethport a center for spices, pepper, cocoa, beans, cotton; at Tompkinsville tea and rubber are discharged and stored; Brooklyn receives the raw products of the tropics in great volume; Constable Hook, Bayonne, to which comes crude oil by tanker and pipeline, is perhaps the largest concentration of oil refineries in the East.

These individual ports, and several more besides, are scattered along 650 miles of

freight cars full, a measure of the capacity of the Port of New York to handle with ease the most bullish trade volume in the future.

Government estimates indicate a post-war export-import trade of at least twelve billions. One-half of this is expected to move through New York Harbor, which would be better than twice our pre-war peak in foreign trade. There is no doubt that the port can handle greatly increased business, but, I repeat, any old port is not good enough. If we are to meet competition from other well-equipped ports, particularly those which are in a favorable geographic position to attract inland commerce, we must furnish the best of all possible accommodations.

**T**HAT brings us back to the Port of New York Authority and the tasks that lie ahead of us. Although the Authority resembles a business corporation, there are essential differences. First, it is non-profit-making. Second, it performs only those tasks authorized by the Legislatures of New York and New Jersey. Since the Authority carries out its projects on a self-supporting basis, it does not cost the taxpayer a penny. It sells bonds to finance a bridge or terminal, and the revenues from the enterprise eventually liquidate the debt.

To the public we are best known for our trans-Hudson crossings—the George Washington Bridge and the Holland and Lincoln Tunnels—and for our Bayonne and Goethals Bridges and the Outerbridge Crossing, all connecting Staten Island with New Jersey. But equally important developments are in prospect.

There will soon be added to our present facilities the two largest truck-freight terminals in the world, now under construction in Manhattan and Newark. We propose to build a "Grand Central Station" for intercity buses and we are making improvements at the Port Authority's Grain Terminal on Gowanus Bay, Brooklyn, which is destined to play an increasingly important part in the export trade. Our Union Railroad Freight Station in the Port Authority Building on Eighth Avenue is proving of increasing value as a "postoffice" for rail less-carload freight.

**T**HE noose of traffic congestion which chokes business in the port area will be loosened as a result of highway improvements in northern New Jersey and metropolitan New York. The Authority has launched plans for speeding up vehicular traffic between New Jersey and New York through the construction of a new four-lane Holland Tunnel exit viaduct and the completion of two more George Washington Bridge traffic lanes. The second George Washington Bridge tunnel at 179th Street will quicken the flow of traffic to the expressway over the Harlem and East River Drives.

Our immediate freight and passenger terminal program, which involves \$25,000,000, will reduce transport costs and relieve street traffic congestion, which now takes a toll of \$1,000,000 a day from New York business. One of our important tasks is to assist in re-establishing coastwise and intercoastal shipping, a serious war casualty, and we must be constantly on the watch for political rate-



"The Big Freightier"—  
Detail of an etching by Martin Lewis.

waterfront, with 200 deep-water piers capable of handling 400 ships at one time and barge berths to reduce the delivery cost of bulk cargoes such as gasoline, fuel and building materials. Five thousand harbor craft ply the waters; the lighterage system enables every railroad to reach every ship.

Railroads play a heavy role in the daily port drama. Eleven lines move about 120,000,000 tons of freight to and from and through the port each year, and supplementing rail traffic is a network of some 400 over-the-road common-carrier motor truck lines feeding into the port area. Before the war motorships carried freight from Detroit to New York in five days by way of the New York State Canal system and the Hudson River; improvements now under way will increase the tonnage of such vessels from 1,800 to 3,000.

**M**EASURED in any terms, the volume of traffic is gigantic. Before the war 6,000 vessels cleared the port in foreign trade each year, half that many in coastal and intercoastal services. Half the value of all American foreign trade went through this port and nearly two-thirds of our overseas mail and passenger traffic. Just before the invasion of France the New York Port of Embarkation moved more than 67,500 tons each day, or about 1,350



rigging and other discriminatory practices. Finally, we must foster the development of air transport in the Port District. Three of the world's largest and most efficient airports—Idlewild, La Guardia and Newark—are the port district's chief ground facilities for this growing business. Altogether there are eighteen airports in the area—ten in New York and eight in New Jersey. Undoubtedly, we shall see great developments, including expanded and improved airports and efficient equipment for transporting passengers and freight to the airfields.

Idlewild, La Guardia and Newark will





"The great commercial emporium of America"—From a lithograph of lower New York by Victoria Hutson.

be developed to capacity, with Idlewild capable of handling about 2,000 plane movements a day, La Guardia 400 and Newark more than 1,000. There will be no question of competition between airports in this area. The problem will be to find room for planes that want to use our fields. Eventually, I believe that the Port of New York will be recognized as the premier crossroads of the air trade lanes.

There is talk these days about the dark fate that awaits the old-time seaport. The prophets of air transport insist that the airplane will make the seaport obso-

lete. They are sure that great planes will rob surface ships of their passengers and freight, ignore shorelines and come to earth far inland to make virtual front-porch delivery. There is some truth in this, but the Port of New York will be far more likely to expand than to contract in an era of air transportation because it is a tremendous generator of traffic, as well as a transit point for large areas of the country.

**T**HE port is perhaps peculiarly immune to deterioration through air transport competition with surface carriers. We

must not forget that we are more than a great seaport. We are what some of our early admirers called us, "the great commercial emporium of America." In the next ten years I believe we shall find in the Port of New York the most modern transportation facilities available anywhere, and they will handle the greatest volume of land, sea and air traffic in our history. We will prove that our "traffic potential" is sufficient to save us from the fate which air prophets say will be ours.

There will be, to be sure, important changes in surface shipping, partly as a

result of air competition. Floating palaces will in time disappear, and in their place we will have one-cabin ships of moderate size. New-type freight carriers are already in the picture, and their modern loading gear will force radical changes in harbor facilities. Among these changes will be piers at least 150 to 200 feet wide with larger and more flexible areas for the speedy handling of freight.

We of the Port Authority believe that our busiest years lie ahead, that the history of our first quarter-century is merely an indication of things to come. We have deep faith in the harbor's future.



Tuesday, April 30, 1946

## THE JERSEY JOURNAL

Port Authority Marks  
25th Anniversary Today

The Port of New York Authority, multi-million dollar terminal and transportation organization jointly operated by the states of New York and New Jersey, marks the completion of a quarter century of progress today.

Officials have said no formal celebration would be held to commemorate the silver anniversary of the interstate organization, which was created April 30, 1921, in response to a need for a solution to terminal and transportation problems in the port district.

During the 25-year period since the commission's inception, upwards of \$240 million has been spent on new port facilities in the Port of New York district which includes that part of the metropolitan district in New Jersey and New York lying within a radius of about 25 miles of the Statue of Liberty.

The Port Authority's bridges and tunnels which join New Jersey and New York into a single vast business residential and recreational area are the Holland and Lincoln tunnels, the George Washington Bridge, the Outerbridge Crossing, the Goethals Bridge and the Bayonne Bridge. In addition, the Port Authority is also responsible for the building and operation of the Port Authority Building and the Port Inland Railroad Freight Station, 8th Av. and 15th St., New York, and the operation of the Port Authority Grain Terminal in Brooklyn.

Under construction at the present time are the world's two largest motor truck terminals, one in downtown Manhattan and the other in Newark. Last year, the Port Authority opened an office in Chicago, which was characterized as a move to meet the intensified competition from rival South Atlantic and gulf ports for midwest commerce, and recover some of the freight business rerouted away from New York during the war to avoid enemy submarines.

## GOVERNING BODY

The Port Authority is controlled by six non-salaried commissioners each from New Jersey and New York, appointed by the respective states' governors and serving for overlapping terms of six years each.

The functions of the commission are similar to those of directors of a private corporation. The board meets about once a month in formal session, but most of the basic work is done in committees, of which there are four. Organized on a functional basis, these committees correspond with the planning, construction and



HOWARD S. CULLMAN

Members of the Port Authority paid staff are selected solely on the basis of ability and achievement, and the general principle is to promote from within the staff whenever possible.

More than 350 Port Authority employees have been connected with the organization for 15 years, about 625 have 10-year or longer employment records, while over 900 have been associated with the authority for at least five years.

In considering the transportation facilities operated by the Port Authority, the commission points out that from November, 1927, to May, 1946, the bridges and tunnels carried almost 400 million between the neighbor states. The importance of the facilities afforded was emphasized during the war when three-fourths of the traffic was of a war-essential nature.

## TRANSPORTATION FACILITIES

A pioneering feat in river crossings was accomplished when the Holland Tunnel, named in honor of its first engineer, the late Clifford M. Holland, was completed in 1927, and first operated by the Port Authority, when the latter body absorbed the functions of the New York and New Jersey Tunnel Commission, in March, 1931.

Providing a direct link of four traffic lanes between Canal Street in Manhattan and 12th Street, Jersey City, the Holland Tunnel built at a cost of \$50 million is today the busiest vehicular tunnel in the world.

The Lincoln Tunnel, newest Hudson River crossing, provides four underwater traffic lanes connect-

ing mid-Manhattan at Dyer Avenue with Weehawken. Construction of the \$80 million tunnel was started in March, 1934, the first tube was opened in December, 1937, and the second in February, 1945.

The majestic George Washington Bridge, spanning the Hudson River, was built at a cost of \$60 million and connects the Fort Washington and Amsterdam Avenue Plaza in New York with Fort Lee. Its main span of 3,500 feet is twice the length of the longest suspension bridge ever built before. Completed in 1931, it marked the beginning of a new era in bridge building. Its main cables contain more than 105,000 miles of steel wire, enough to encircle the world four times at the equator. The cables rest in saddles atop towers 600 feet high.

The Outerbridge Crossing, spanning the Arthur Kill between Totenville, Staten Island, and Perth Amboy, New Jersey, provides a convenient and uncongested highway to the New Jersey seacoast and points south and west. Opened to traffic in June, 1928, its name honors Eugenius H. Outerbridge, first chairman of the Port Authority.

Opened on the same date as the Outerbridge Crossing, the Goethals Bridge over the Arthur Kill furnished a highway connection between Howland Hook, Staten Island and Elizabeth, New Jersey, and is an alternative to the Outerbridge Crossing route, particularly convenient for through traffic between Brooklyn and New Jersey. Its name, of course, commemorates General George W. Goethals, builder of the Panama Canal and first chief engineer of the Port Authority.

The third Staten Island-New Jersey crossing is the Bayonne Bridge, opened to traffic in November, 1931, and connecting Port Richmond, Staten Island, and Bayonne, N. J. In addition to providing a direct crossing over the Kill van Kull, it furnishes a continuous highway route between Manhattan and Staten Island, by way of the Holland Tunnel. It is the longest steel arch bridge in the world. Strikingly beautiful in its design, it is one of the most spectacular bridge structures in the metropolitan area.

The cost of the Goethals Bridge and Outerbridge Crossing, which were financed together, was approximately \$17 million; the Bayonne Bridge, \$15 million.

## TERMINAL FACILITIES

The Port Authority's Union Inland Railroad Freight Station, built at a cost of \$15 million, and com-



# is a self-supporting agency of the States



**LINKING GREAT STATES**—Above is a recent photo of the George Washington Bridge, which spans the Hudson River between Fort Lee, in Bergen County, atop the Palisades, and New York City. The bridge was con-

structed and is operated by the Port of New York Authority, which today celebrates its 25th anniversary. The port board was created by the legislatures of New Jersey and New York.

pleted in 1932, occupies the entire block extending from 15th to 16th streets, between Eighth Av. and Ninth, in Manhattan. The first floor and the basement floor are occupied by railroads and operated as a union freight terminal. Under their agreement of occupancy, they pay the nominal amount of 10 cents a ton for each ton of freight moving through the terminal. The terminal is supported entirely by the rentals which we receive from the 14 upper stories, which are fully developed and leased for light manufacturing, warehousing and office purposes.

This freight station in 1945 handled for shippers throughout the port district about 115,500 tons of less-than-carload freight moving by way of the eight trunk-line railroads. In addition, the railroads handled some 242,000 tons of freight through the Railway Express Agency terminal in the basement of the station.

The 2 million bushel Port Authority Grain Terminal on Gowanus Bay, Brooklyn, was formerly operated by the State of New York as a part of the State Barge Canal System. The state came to the conclusion that its general usefulness as a port facility could be better promoted by the Port Authority. On Gov. Thomas E. Dewey's recommendation, the terminal was therefore transferred to the Port Authority on May 1, 1944.

With a grain storage capacity of about half the total available in the Port of New York, the terminal completely rehabilitated, in 1945 handled more than 2 million bushels of grain. A major part of foreign shipments of grain are handled in full cargo lots requiring direct loading to ocean ves-

overcome in the near future by the construction of a new pier and grain gallery at the terminal which will permit direct loading from storage bins to ship's hold. The 550-foot gallery will be capable of accommodating four ships at one time. A part of the terminal property, the Columbia Street pier, has been rehabilitated and improved by the Port Authority.

## TRUCK TERMINALS

Under construction by the port authority are the world's two largest motor truck terminals, one in downtown Manhattan, and the other in Newark. Completion of the motor terminals is expected in 1947, if building materials are available.

The New York truck terminal will extend from Washington to Greenwich Streets and from Spring to Houston Streets, will be 1,000 feet long and 175 feet wide and have a daily capacity of 2,000 tons of merchandise freight. The roof of the terminal will provide parking space for as many as 70 complete tractor-trailer units, thus taking off the street all vehicles awaiting loading at the terminal.

The Newark terminal is being built on a 20-acre site immediately south of the Newark baseball grounds, and east of Route 25. It is expected that this more than \$2.5 million terminal will result in savings that will help maintain the competitive position of industrial and distribution centers in northern New Jersey. With a total daily capacity of 2,500 tons, it is estimated the truck freight station will handle a minimum daily volume of 1,600 tons.

Proposed is a \$15 million "Grand Central Bus Station" to occupy the entire 200 by 800 foot block extending from 40th to 41st Streets, between 8th and 9th Avenues, New York, outside the congested

The port authority commissioners serving at present are Howard S. Cullman, chairman, of New York, and Joseph M. Byrne, Jr., vice-chairman of New Jersey, along with Arthur Walsh, Frank D. Abell, Donald V. Lowe, F. Palmer Armstrong and Howard R. Cruse, from New Jersey, and Charles S. Whitman, Frank J. Taylor, Eugene F. Moran, Bayard F. Pope and S. Sloan Colt of New York.

## EDGE CONGRATULATED

From the State House in Trenton, Governor Walter E. Edge made public a message of congratulation he had sent to Chairman Howard S. Cullman in which he declared:

"I have always taken a great deal of satisfaction out of the contribution that I was able to make as governor of New Jersey over 25 years ago in cooperation with Governor Whitman of New York, who today is still a member of your board, in bringing about the creation of the Port of New York Authority."

Edge said he was confident that in the years to come the Port Authority will continue to be as useful and constructive an agency of the two states as it has been through the past 25 years.

New York's Governor Thomas E. Dewey offered his congratulations to the commission in a letter to Cullman in which he praised "the prudence and soundness" with which the board managed the public affairs entrusted to them.

Dewey declared "I know that the states of New York and New Jersey can depend upon their joint agency for a continuation of the forward-looking program of regional development which was entrusted to them by the states 25 years ago."



# Jersey Observer

TUESDAY, APRIL 30, 1946

## Editorial

### Port Authority's Many Accomplishments in Its First Quarter Century of Building

Today marks the 25th anniversary of the creation of the Port of New York Authority. A review of its manifold activities includes as perhaps its most impressive highlight the fact that so far this interstate agency has spent the staggering sum of \$240,000,000 in the various port development enterprises it has built and operates. It has financed this, furthermore, by sale of its own bonds, amortization of which is based on a schedule of tolls calculated to meet interest costs and, ultimately, to liquidate the principal in each case.

No fixed time for this latter, however, can be established because the Port Authority still has new enterprises in contemplation or actually under way, such as motor truck terminals in New York, Newark, and Jersey City, the proposed union bus terminal for interurban carriers in midtown Manhattan, plus building of additional roadways on the George Washington Bridge, and the projected taking over of Newark Airport.

The list of enterprises in the past quarter century, and the cost of each, is as follows: Holland Tunnel, \$51,000,000; Lincoln Tunnel, \$80,000,000; George Washington Bridge, \$62,000,000; Port Authority Building and Union Freight Station, in New York, \$16,000,000; the Bayonne Bridge, \$13,000,000; Outerbridge Crossing, \$10,000,000, and the Goethals Bridge, \$7,000,000. These last three all connecting Staten Island with the New Jersey mainland, have become known as "white elephants" in that they

have failed to produce revenues to the extent anticipated. They must, in consequence, be carried along by the other, and more successful, public facilities.

The Holland Tunnel is one facility which has more than come up to expectations, having produced well over \$100,000,000 since the Port Authority took it over on March 1, 1931, from the New York-New Jersey Bridge Commission which built it. The Lincoln Tunnel, now that its dual tubes are in full operation, is expected to produce as satisfactory a fiscal picture in the years to come, having started in that direction in 1945, when it came out of the red for the first time.

Opening of the north tube of the Lincoln Tunnel was held up by the war, and this unquestionably was responsible for this facility not reaching the black on the ledger until last year. Although the Holland Tunnel gives every promise of maintaining its supremacy as a revenue-producing traffic facility, the Lincoln tube may be expected to give it a real challenge in this connection once those various highway feeders, already opened or under construction, produce the increases in traffic envisaged for them.

The Port Authority, therefore, rounds out its first quarter century with a commendable record of achievement. As a joint agency of New York and New Jersey, it has considerable to show for the \$240,000,000 it has spent in breaking down the physical barriers that had separated the two states from the beginning of time.

without burden to the taxpayers. Under

# THE CHRISTIAN SCIENCE MONITOR

## Development of New York Port Lesson in States Co-operation

By a Staff Correspondent of The Christian Science Monitor

NEW YORK, May 4—The Port of New York Authority is now entering its second quarter century under the joint operation of the States of New York and New Jersey. Planning experts view the accomplishments of the Authority as convincing evidence of the value of broad regional planning in contrast to interstate rivalry.

As operator of some of the largest bridges, vehicular tunnels, freight and truck terminals in the world, the Port Authority has assumed a unique position in commerce. It is credited by both states as having developed and expanded the vital shipping area lying within a radius of 25 miles of the Statue of Liberty far beyond what either state might have accomplished working alone.

### Rapid Development

A political boundary line cuts the Hudson River and upper New York Bay in half. There was a time when this artificial division of a commercially and economically geographic unit threatened the prosperity of the Port. The two states quarreled over harbor franchises, ferry rights, jurisdiction over the harbor islands and the boundaries themselves.

A document known as the Treaty of 1834 effectively settled these earlier disputes. But the treaty merely established a status quo. There was nothing in its provisions to provide for the future development of the port of New York.

It was to meet the need of a rapidly expanding harbor that the Port of New York Authority was established in 1921. The world-famous Holland Tunnel, its companion the Lincoln Tunnel, the George Washington, Bayonne, and Goethals Bridges, the outerbridge crossing, the Union Motor Truck and railroad freight terminals, and the Port Authority grain elevator are all outgrowths of this pact between New York and New Jersey.

### Engineering Role

The port Authority's bridges and tunnels have joined the two states into one vast business, residential, and recreational area. From November, 1927, to May, 1946, these links across the Hudson River

carried 390,595,000 persons between the neighbor states. In addition to demonstrating to the rest of the United States the value of interstate co-ordination, the Port Authority has also played a pioneer role in engineering.

The Holland Tunnel, linking Downtown Manhattan with Jersey City, is said to be the busiest vehicular tunnel in the world. Its completion in 1927 was an important date in tunnel construction. A companion four-lane crossing, the Lincoln Tunnel, was opened in 1937.

Spanning the Hudson River, the George Washington Bridge connects Upper Manhattan with Fort Lee, N. J. It was completed in 1931 and marked the beginning of a new era in bridge building. The main span of 3,500 feet is twice the length of the longest suspension bridge ever previously built. The Bayonne Bridge, opened in 1931, connecting Port Richmond, Staten Island, with Bayonne, N. J., is the longest steel arch bridge in the world.

### Truck Terminals

The world's two largest truck terminals are now under construction, one in Downtown Manhattan and the other in Newark, N. J. They are part of a Port Authority plan to reduce street congestion and the high cost of freight distribution in the port area. A union bus terminal for Manhattan, to centralize the loading and unloading of 2,000 inter-city busses that enter Manhattan daily, is now being planned.

At the request of the city of Newark, meanwhile, the Port Authority is studying the possibility of taking over the administration of Newark Airport (once the busiest in the world) and Port Newark.

Gov. Walter E. Edge, of New Jersey, was in his first term of office when the Port Authority plans were first made. Back in office after a 25-year interval, he has seen the idea promoted by him and Gov. Alfred E. Smith and Charles S. Whitman of New York become recognized as a model of interstate co-operation and area development.



## Newark Evening News

TUESDAY, APRIL 30, 1946

### Port Authority's 25 Years

**I**NTERSTATE compacts have proved effective instrumentalities for enabling two or more states to engage jointly in great public undertakings that otherwise would have been impossible unless carried out by the Federal government. As partners, the participating states have reaped benefits of incalculable value, benefits that they could not have obtained separately or in rivalry.

Outstanding as an example in co-operation between states is the work of the Port of New York Authority, created under a compact signed by New York and New Jersey 25 years ago today. The Lincoln tunnel (the Holland tunnel had already been built) and the great port bridges are physical evidences of the Authority's accomplishments in that period. They do not comprise the whole. There are the inland rail freight station in New York City and the grain terminal in Brooklyn, and under construction here and in New York are the world's two largest truck terminals.

There has, of course, been criticism of the Authority at times from both sides of the Hudson. In opposing New Jersey in the lighterage rate case the Board of Commissioners, although equally divided in numbers between the two states, seemed from the New Jersey angle to be too New York minded. On the other hand, when asked by Newark to survey Port Newark and the airport to de-

termine under what conditions it would take over these projects, it readily consented. Its report is now awaited.

Altogether, the record of the Port Authority is one of remarkable achievement. Broad vision has entered into the planning and a high degree of efficiency has marked the construction and management of the Authority's massive projects, which under the compact must be self-supporting. Evidence of confidence in the Authority's operations was given two months ago when it re-funded a bond issue at an average interest rate of 1.358, the lowest rate obtained to date by any state or municipal agency.

An important, though less spectacular feature, of the Authority's work has been its modern unification of the Port of New York. It was the need to stem the diversion of shipping that presented the strongest argument for the compact. New York City was playing a grab-all game that brought a sharp rebuke from Governor Whitman.

Typical of the city's attitude then was Fiorello H. LaGuardia's statement as president of the Board of Aldermen that when New York had constructed a few new piers and done some other things it would have "New Jersey at its mercy." The Port Authority has contributed much to dissipating that kind of rivalry by showing how closely tied together are the interests of the states in port development.

## NEW YORK Herald Tribune

APRIL 30, 1946

### Port Authority Anniversary

#### Two Governors Send Letters of Congratulations to Cullman

Today is the twenty-fifth anniversary of the signing of the Port Compact which created the bi-state Port of New York Authority, and congratulatory letters from the Governors of New York and New Jersey were made public yesterday by Howard S. Cullman, chairman of the authority.

Governor Thomas E. Dewey of New York told the commissioners that "in unifying terminal and transportation facilities and promoting the commerce of the port, the authority has realized the high hopes which the two states shared when they created the agency in 1921." Governor Walter E. Edge of New Jersey, in commending the work of the authority, recalled that it was during his first term as Governor that the compact was signed, and added, "I think we have begun to realize the hopes that I had for the authority . . . when I recommended the passage of the bill."



# Authority unifies and improves terminal

## The New York Times

MONDAY, APRIL 29, 1946.

### NEW UNITS MAPPED BY PORT AUTHORITY

Manhattan and Newark Truck  
Terminals Ready in 1947  
—25 Years Reviewed

The Port of New York Authority, which was established twenty years ago tomorrow, has expended \$240,000,000 during that time in developing transportation terminal facilities in the port and made plans for further construction and improvement, it was announced yesterday.

Among projects now being undertaken are motor truck terminals in downtown Manhattan in Newark, which will be ready early next year if building materials are available. The terminals are designed to reduce traffic congestion and the cost of distributing freight in the port area.

The Manhattan terminal, coming from Washington Street and from Spuyten Duyck Street, is expected to cost \$4,850,000. The estimated cost of the Newark terminal is \$10,000,000.

One of the projects under consideration is a \$10,000,000 bus terminal, which will be constructed bounded by Eighth

and Fortieth and Forty-first Streets. The proposed bus terminal would replace eight individual terminals now at various points west of Sixth Avenue between Thirty-fourth and Fifty-first Streets.

The Port Authority already controls the \$51,000,000 Holland Tunnel, the \$80,000,000 Lincoln Tunnel, the \$62,000,000 George Washington Bridge, three Staten Island-New Jersey bridges with a total value of \$30,000,000; the Port Authority Building and freight station, and a grain terminal.

## Newark Star-Ledger

Tuesday, April 30, 1946

### the EDITOR'S OPINION

#### A 25-Year Record

It is rather difficult, even for those old enough to remember, to visualize the metropolitan area today without the tunnels and bridges that link New York and New Jersey. These tunnels and bridges are the chief endeavors of the Port of New York Authority, which today marks the beginning of the second 25 years of its service to the metropolitan area as a joint enterprise of the two neighboring states.

Difficult as it is to visualize the area without the tunnels and bridges, they would not have come into being had the two states not created this bi-state agency for the purpose. It was the pressure of necessity, plus the creative imaginations of leaders in government, that gave birth to the organization that has since been a model for other enterprises in business management of public affairs. Notable among the successful imitations is the New York Tunnel Authority, operating the Tri-Boro Bridge and the Queens-Midtown Tunnel. Still another authority is in prospect to take over New York's airports, while Newark looks forward to the operation of its airport by the Port of New York Authority.

Having expended \$240,000,000 in improvements, including freight terminals, the Port Authority has grown to be both one of the greatest business institutions and one of the greatest instrumentalities of government. Its status is unique; enjoying far-reaching independence from political control, it is still subject to the wishes of the governments of both states and, to a remarkable degree, responsive to the desires of the people.

This responsiveness does not bring an easy yielding to popular demands for lower tolls, since the Authority must maintain its financial status with prospective investors as well as lay the basis for future investments in new improvements. No one can accuse the authority, however, of being indifferent to proposals for improvement of services in the area.

Newark has a special, new interest in the Port Authority because of the agency's study of the problems of Newark Airport and the seaport. These facilities have been a severe drain on the taxpayers of Newark because of a senseless competition foisted upon Newark by the City of New York. The best interests of the metropolitan area call for an integration of all airports in the area into a single system.

When the Port Authority celebrates its 50th birthday, its investments and achievements in air transportation may equal if not surpass its present stake in ground transportation.

NEW YORK  
**Herald Tribune**

Tuesday, August 13, 1946

**The Port Authority Reports**

The Port of New York Authority emerges from the war-time period of curtailed revenues in a strong credit position. The fact should have considerable weight in ensuing debates over the part the Authority will play in the development of airplane terminal facilities in the port district. It enters the reconversion period, the commissioners note in their 1945 report, "with sufficient financial strength to resume the state's work of port development on a self-supporting basis, without burden to the taxpayers." The Authority's financial statement shows a net income for the year of \$9,471,000, which sum will be applied to bond retirement and reserve funds.

Traffic over the Holland and Lincoln Tunnels, the George Washington Bridge, the Bayonne and Goethals Bridges and the Outerbridge crossing increased 10.4 per cent, 1945, over 1944. Toll revenues were \$17,519,000 in 1945, an increase of \$1,530,000, 9.6 per cent, over 1944. The Gowanus grain terminal, transferred from New York State two years ago, also takes its place on the credit side, with a surplus of \$92,000.

Facing forward, the report discusses the Authority's plans for two huge union truck terminals. Demolition to make way for the \$4,850,000 New York motor truck terminal (between Spring and West Houston, Greenwich and Washington Streets) is almost finished—a 1947 date is set for completed construction. The Authority has acquired a twenty-nine-acre site south of the Newark baseball grounds, where construction of the \$2,650,000 Newark motor truck terminal will begin as soon as materials are available.

Newest of the Authority projects is the \$76,000,000 plan for Newark airport, the result of a survey made at the city's request. Release of the Newark study was followed shortly, as most New Yorkers know, by Mayor O'Dwyer's request that the Authority survey the possibility of developing La Guardia and Idlewild Airports. "The Newark and New York requests for the possible administration of these great regional terminal facilities by the Port Authority are an acknowledgment of the importance of a regional treatment of air transport in the district," the commissioners state. With that statement this paper is in hearty accord. The long and successful record of the bi-state Authority—construction in the last twenty years of projects representing a capital investment of \$300,000,000, on a "self-supporting basis, without burden to the taxpayer"—should be sufficient guaranty that the Authority is well equipped, both financially and in terms of administrative competence, to undertake development of the airports.

It is encouraging that the commissioners return to the proposal, once rejected by the New York City Planning Commission, for a joint union bus terminal west of Eighth Avenue. This proposal would eliminate the ponderous comings and goings of two thousand interstate buses daily from crowded Manhattan streets east of Eighth Avenue. The Authority has not changed its position that the project cannot be undertaken unless the city acts to prevent any one company from developing a preferred location. However—and this we take as encouraging—it stands ready to proceed with the terminal if a city policy of limitation on new or expanded private bus terminals is established. The city should reconsider the proposal, and at once. With congestion growing worse daily, it is preposterous to delay, let alone to reject, the most realistic proposal for substantial relief now in sight.



## The New York Times

TUESDAY, AUGUST 13, 1946.

### PORT AUTHORITY REPORT

In a quarter century of constructive effort the Port of New York Authority has developed a habit of success which promises an even wider expansion of regional activity in the years just ahead. The Authority's twenty-fifth annual report notes the progress already made, cites interruptions and curtailments necessitated by the lean war period, but emphasizes the strong credit position it has achieved and maintained through wise planning and conservative financing. It feels free now to move at accelerated speed into broader fields.

The report is not only a rededication to work previously planned but hints at developments for this area beyond anything attempted in the past. The ramifications of the Authority's manifold activities are extensive. They involve the unification of transportation by water, by surface and by air under a single control. This means great public works, which have already piled up a capital investment of \$300,000,000 in bridges, tunnels, terminals, water channels, piers, highways and the like. Including the families of those who labor for the bi-state board, these projects support a million people. Those involving water and surface transport, by ship, rail and motor, have reached a high state of development. Those involving air transport are tentative and in the planning stage, but in less than two decades they promise to equal or surpass the others.

Many projects now under way or in the offing include the erection of two huge motor truck terminals in lower New York City and Newark. The New

York terminal alone can handle 2,000 tons of merchandise freight daily; it will have off-street bays for 144 trucks and roof parking space for seventy tractor trailers. Another enterprise on which the Authority is prepared to embark at once is the much-discussed and greatly needed union bus terminal at Eighth and Ninth Avenues between Fortieth and Forty-first Streets. This would be a long step forward in clearing the intolerable traffic congestion here. City authorities have only to make up their minds on the matter by rezoning the area. The Authority will not proceed until all the bus companies agree to use its terminal. The report declares that the Greyhound Corporation, supported by Commissioner Moses as a member of the City Planning Commission, is the only objector.

Integration of air transport offers the Authority a field of expansion to which no one can now set a limit. But it is ready and willing to enter. An Authority news release brings its report up to date by reference to Mayor O'Dwyer's recent request for a survey by the Authority of possibilities at Idlewild and La Guardia airports. A \$95,000 report is now in preparation. What some of its conclusions may be is suggested by an Authority survey of the Newark airport. It offers Newark financing, administration and a \$76,000,000 expansion of field facilities on a self-supporting basis. If all the great airports of this area could be merged on such a foundation under one control the wings of the world would center here.

Since the end of the war revenues have increased and will increase, while retrenchment is merely an unpleasant memory. The happy financial position of the Authority now enables it to march confidently forward on a broad highway of future development.



# NEW YORK PORT AUTHORITY

## It Has Accomplished Much In Many Fields of Endeavor

With an Enviably Fiscal Record the Authority Has Ended Harbor Conflicts, Built Bridges, Tunnels and Terminals and Plans Still More

Twenty-five years ago today the newly-established Port of New York Authority was just beginning a quarter of a century of labors that were to change to a very large degree the face of the harbor's waterfront, smooth out the wrinkles in its flow of commercial traffic and pave the way for the expansion that has developed in its commerce by land, sea and air.

Today, a great and imposing series of bridges, tunnels, terminals and other structures stand as visual monuments of its labors, bolstered by an enviable record in successful financing and port development. But far from regarding itself as being at the end of a period of achievement, the authority sees itself more properly on the threshold of a new one. It is extending its trade solicitation system into the hinterland, pulling with a strong oar for the port in Washington, building new terminals and laying new plans.

The story of its development to date is only incidental to its activities in the future, but it is a significant one and worthy of a brief review.

The Port of New York Authority was created in 1921 in response to a need for a solution to terminal and transportation problems in the port district. It was organized as the corporate instrumentality of the States of New Jersey and New York to study these problems, to make plans for their solution and to carry out these plans.

By great, good fortune the Governors of both States were men who measured up to the call of that hour. Gov. Walter E. Edge was in his first term as Governor of New Jersey—by coincidence, and after a 25-year interval devoted to other public work, he is serving his second term as Governor of New Jersey today. Govs. Alfred E. Smith and Charles S. Whitman were available to take the leadership in New York.

They brought the problem to the people in their public addresses; they recommended the creation of a port authority to the legislatures; they resisted all opposition.

### The Port Compact of 1921

The language of the Port Compact is its own best summary of the problem and the proposed solution. Thus, the Compact notes that since the Treaty of 1834

... the commerce of the Port of New York has greatly developed and increased and the territory in and around the port has become commercially one center or district."

The Compact notes that "the future development of such terminal, transportation and other facilities of commerce will require the expenditure of large sums of money and the cordial co-operation of the States of New York and New Jersey in the encouragement of the investment of capital, and in the formulation and execution of the necessary physical plans;"

and concludes that "such result can best be accomplished through the co-operation of the two States by and through a joint or common agency."

The Compact then amends the Treaty of 1834 and the two States "agree to and pledge, each to the other faithful co-operation in the future planning and development of the Port of New York, holding in high trust for the benefit of the nation the special blessings and natural advantages thereof."

### Transportation Facilities

Today, the Port Authority's bridges and tunnels join the two great States of New Jersey and New York into one vast business, residential and recreational area. From November, 1927, to May, 1946, these world famous crossings carried 390,595,000 between the neighbor States. The importance of these facilities was emphasized during the war when three-quarters of the traffic was of a war essential nature.

There is the \$50,000,000 Holland Tunnel, the busiest vehicular tunnel in the world, completed in 1927 and operated by the authority since 1931; the \$80,000,000 Lincoln Tunnel, the second tube of which was opened last year; the majestic \$60,000,000 George Washington Bridge, whose great span across the Hudson was to mark a new era in bridge-building upon its completion in 1931; the Outerbridge Crossing to Perth Amboy, the Goethals Bridge across Arthur Kill and the Bayonne Bridge—the longest steel arch in the world. Cost of the Goethals Bridge and Outerbridge Crossing were financed together for approximately \$17,000,000; the Bayonne Bridge for \$13,000,000.

In the way of terminals there is the \$15,000,000 Union Inland Freight Terminal occupying an entire block on the West Side of Manhattan, which handled last year

115,000 tons of LCL freight for eight trunk line railroads, and there is, of more recent acquisition, the 2,000,000-bushel grain terminal on Gowanus Bay, Brooklyn, handed over by the State of New York two years ago this month.

With a grain storage capacity of about half the total available in the Port of New York, the terminal completely rehabilitated, in 1945 handled more than 2,000,000 bushels of grain. A major part of foreign shipments of grain are handled in full cargo lots requiring direct loading to ocean vessels. The Authority's present inability to accommodate such shipments will be overcome in the near future by the construction of a new pier and grain gallery at the terminal which will permit direct loading from storage bins to ship's hold. The 550-foot gallery will be capable of accommodating four ships at one time. A part of the terminal property, the Columbia street pier, has been rehabilitated and improved.

### New Truck Terminals

The Port Authority has under construction at present the world's two largest motor truck terminals, one in downtown Manhattan, and the other in Newark, N. J. Designed to reduce street traffic congestion and the high cost of distributing merchandise freight in the port area, these post offices for truck freight will be completed early in 1947 if building materials are available.

Extending from Washington to Greenwich streets, and from Spring to Hudson streets, the Manhattan terminal, 1,000 feet long and 175 feet wide, will have a daily capacity of 2,000 tons of merchandise freight. Located a few blocks from the Holland Tunnel and the steamship piers, and providing facilities for the consolidation of local delivery loads, this terminal is expected to effect a saving of more than 1,800,000 truck miles, and more than 15,500,000 truck tire miles a year. There will be a freight platform 800 feet long and 80 feet wide equipped with an overhead circular chain conveyor serving both sides of the island platform by means of trailers. It is estimated that the rehandling of freight will be held to 15 per cent. This is an increase in efficiency of 25 per cent over any existing terminal. The efficiency of road-haul units will be increased 20 per cent by prompt turn-around at this \$4,850,000 facility.

Of prime importance in reducing the increasing problems of Manhattan's street traffic congestion, the terminal will make it possible for local shippers and receivers to pick up and deliver consolidated consignments from many over-the-road carriers with their own local

## New Pier at



The new pier at the Port of New York, Gowanus Bay, Brooklyn, features a grain gallery superstructure for ship. Steel columns to support the concrete islands within the pier are pictured here pays \$150 per day.

and city trucks. A fleet of small trucks will operate pick-up and delivery service with efficiently routed, consolidated loads between the terminal and steamship piers and shippers' places of business.

The roof of the terminal will provide parking space for as many as seventy complete tractor-trailer units, thus taking off the street the vehicles awaiting loading at the terminal.

The Newark Terminal is being built on a 29-acre site immediately south of the Newark base line grounds, and east of Route 25. It is expected that this \$2,650,000 terminal will result in savings that will help maintain the competitive position of industrial and distribution centers in Northern New Jersey. With a total daily capacity of 2,500 tons, it is estimated that the truck freight station will handle a minimum daily volume of 1,000 tons. This should bring about economies in truck transport costs from \$288,000 to \$432,000 a year, or from 60c to 90c a ton in terminal and pickup and delivery operation. A single carrier with a volume of less-truckload freight of only 30 tons a day will save from about \$3,600 to \$5,400 a year.

High motor freight rates between communities in Northern New Jersey and various sections of the country seriously affect the ability of shippers and receivers of freight.



# TRACES 25 YEARS OF PROGRESS

## Gain Terminal



New York Authority's grain terminal which there is to be erected on the pier. The delivery of grain direct to the pier will be of real benefit to business and to wage earners in the entire community.

In this territory to compete with other regions in producing and distributing goods. The Port Authority's Newark motor truck terminal will therefore be of real benefit to business and to wage earners in the entire community.

The 1,100-foot by 200-foot terminal structure will be furnished with a freight platform 1,000 feet long and 100 feet wide, providing 75 back-up spaces for local and long-haul trucks. As in the case of the Manhattan terminal, this freight platform will be equipped with an automatic chain conveyor system for platform trailers that will transfer freight on wheels from one motor truck to another. There will be adequate parking space, and the terminal property is large enough to permit the establishment of a second freight platform as a concentration point for less-than-carload rail freight, water and air freight, and any other mixed merchandise freight requiring platform consolidation for movement outside the terminal area.

A part of the terminal will be reserved as a public freight station in which any shipper can send his own truck or contract truck hired by him, to pick up or deliver his freight to the over-the-road carriers. Any local private carrier owned or hired by a shipper will be permitted to use the public freight station section of the terminal for

pickup or delivery of the shipper's freight in place of the carrier pickup and delivery.

Possible future construction by the Port Authority of additional union motor truck terminals in northern New Jersey will depend upon the development of over-the-road truck operations in the area. Our studies have shown that 51 per cent, or 2,500 tons of less-truckload freight are concentrated in the Essex-Union area, while 36 per cent, or 1,800 tons are in Hudson, 9 per cent or 450 tons in Bergen-Passaic, and 4 per cent or 200 tons in Middlesex.

### Port Development and Protection

More than pride and prestige are involved in maintaining the Port of New York as the greatest port in the world. At stake are the livelihoods of steamship employees, longshoremen, truck drivers, warehouse employees, and other port workers. With their families and dependents there are nearly 1,000,000 persons directly or indirectly dependent for their livelihoods on the continued movement of commerce through the port area. It is estimated that one person out of every ten depends for his work and his wages on the cargoes which flow through the port.

The work of port protection has as its objective the protection of the competitive position of the port in relationship to other ports, the protection of the economic unity of the port district and the discouragement of wasteful and shortsighted competitive practices.

The authority appears regularly before the Interstate Commerce Commission in the so-called port differential cases. Here its typical objective has been to keep railroad rates in line so that a manufacturer in Chicago will not have to pay substantially more to export his product to London on a direct route through New York than over an indirect route through a Gulf port such as New Orleans. It appears before the Maritime Commission in cases relating to steamship routes and steamship rates where service to shippers and competitive rate relationships are important to the interests of the port.

Ever since the passage of the 1935 Motor Carrier Act, it has been active, too, in resisting attempts to add special charges and increase the rates of motor truck service to and from the New York area. It has been taking a leading part in urging the re-establishment of coastwise shipping which before it ended during the war, accounted for one-third of the cargoes passing in and out of the port.

Its work in what it calls the field of port development has the more positive objective of maintaining and expanding our flow of traffic.

This requires constant study of the need for physical improvement such as new terminals, channels, highways, for new methods of handling freight and passengers, and for new trade routes to accommodate the changing demands of time and trade. These activities may range from the promotion of a dry dock to the support of an air route to the Far East. They are all directed to the end that the Port of New York may be able to offer services that are cheaper, faster and more certain than those of competing ports.

### Chicago Office

On Oct. 1, 1945, the Port Authority opened its first field office in Chicago to promote and protect the commerce of the Port of New York as part of a program to meet the intensified competition from rival South Atlantic and Gulf ports for Midwest commerce. This port competition was stepped up as a result of the rerouting of freight away from New York during the war to avoid submarine activity. The ports which benefited from such rerouting have done everything they could to maintain their new-found traffic.

### Air Transportation

The port district is a logical center for world air traffic since it enjoys the greatest air traffic potential in the world. The Port Authority has intervened on behalf of the New Jersey-New York port area before the Civil Aeronautics Board in connection with the establishment of direct air trade routes from the Port of New York to traffic centers in Latin America, Europe, South Africa and the Orient. It has appeared before the CAB on behalf of local service between the metropolitan area and New England and eastern New York State, the Middle Atlantic States, Ohio and points beyond.

### Port Authority Financing

In his work on revenue bonds John F. Fowler says that the financing of the Port of New York Authority stands out as a landmark in the history of revenue bond financing, because our first issues were very much larger than

any previous public offering of revenue bonds; because most of them were for an entirely new type of revenue bond project, toll bridges and tunnels; and, finally, because they introduced to the public for the first time agency revenue bonds, issued by a new form of body known as an "authority."

During the past twenty years the Authority has issued bonds for new projects or refunding purposes of par value of \$492,000,000. It has expended over \$240,000,000 on the construction of new port facilities. Revenues over the past 18 years amounted to \$216,000,000. Of this amount, \$50,000,000 was spent for operating expenses, \$83,000,000 for interest payments, and the balance of \$83,000,000 applied to debt reduction, the establishment of reserves, and additions and betterments to our facilities. At the present time its annual interest charge is \$4,800,000. Interest costs have ranged from 5.11 in 1929 down to the sale in February of \$18,757,000 of our 40-year bonds at a net average interest cost of 1.358, the lowest rate ever enjoyed by any State or municipal agency.

The problem of the loss of municipal tax ratables as a result of the construction of public terminals on a self-supporting basis has been met by a policy of holding the municipalities harmless against any loss of taxes. With the statutory permission of the two States, the Port Authority makes payments to the city not in excess of the total amount last received in taxes on the property prior to its acquisition by the Port Authority.

All Port Authority projects must operate on a self-supporting basis, for while any surplus from our operations ultimately belongs to the States of New Jersey and New York, we cannot turn to the taxpayer for reimbursement of losses. The entire concept of the Port Authority directs its projects into that narrow zone where public terminal facilities can operate on a self-supporting basis, and so can be realized without adding to the general tax burden.

NEW YORK  
**Herald Tribune**

Tuesday, April 30, 1946

**A Port Authority Milestone**

The future of New York City and the surrounding region is inextricably bound to that of the port. Twenty-five years ago two great Governors, Alfred E. Smith in New York and Walter E. Edge in New Jersey, looked forward to co-operative development of the region's greatest asset. They recommended and saw carried through the establishment of the Port of New York Authority. The objective, Governor Edge said then, was "a far-sighted interstate commission, which is oblivious to sectional prejudices and intent upon developing an important section of the country along broad lines." Now Governor Dewey, congratulating the Authority on its twenty-fifth anniversary, writes, "In unifying terminal and transportation facilities and promoting the commerce of the port, the Authority has realized the high hopes which the two states shared when they created it in 1921."

The Port Authority, become a \$282,000,000 organization, is guided by an unpaid commission enlisting exceptionally able and alert citizens of both states. Its policies are executed by a staff notable for ability and steadfastness. Benefits it has planned and operated include the famous river crossings, the Holland and Lincoln Tunnels and the George Washington Bridge, and the three crossings from Staten Island to the New

Jersey mainland, the Outerbridge, the Goethals and Bayonne Bridges. They include the Union Freight Terminal in Manhattan and Gowanus Bay Grain Terminal, Brooklyn, a liability taken over from New York in 1944 and transformed into a paying facility. Present plans toward solution of common transportation problems include truck terminals in Newark and Manhattan and the proposed union intercity bus terminal west of Eighth Avenue and Fortieth Street.

The Port Authority's anniversary falls, as it happens, on the eve of hoped-for action by city authorities on the bus terminal. The Authority has secured the site, drawn the plans. Governor Dewey deems it a necessary public project which "will prove an important factor in mitigating the traffic congestion of mid-Manhattan." It is the only measure in sight or in prospect which offers that relief. New Jersey and Mr. Edge, again New Jersey's Governor, have given it their blessing. The action required from the New York City Planning Commission—a zoning regulation which would prevent competitive advantage to any one company through new or expanded development outside the terminal—is a prerequisite for this or any terminal. Reasoned recognition of the enormous benefits accruing to the city and the region from the Port Authority's extraordinarily successful operations calls for a green light on this latest of its constructive proposals.



# THE JERSEY JOURNAL

Established 1867 as The Evening Journal

TUESDAY, APRIL 30, 1946

EDITORIAL PAGE

## Port Authority, 25 Years Old, Has Enviably Record, But Failed Jersey City on Big Issue

The Port of New York Authority, as a New Jersey and New York body dedicated to the development of commerce and traffic in the metropolitan area, is celebrating today the 25th anniversary of its foundation. It is doing so modestly, without any ostentatious celebration.

The absence of pomp and circumstance does not remove the obligation to pay tribute to an interstate body that has performed an important function in the development picture. Its usefulness in the days to come may be further emphasized as fresh opportunities for service present themselves.

It was the New York and New Jersey Port and Harbor Development Commission, in 1917, which started the movement that later on gave way to the Port of New York Authority, now in charge of the Holland and Lincoln tunnels, the two Arthur Kill bridges and the Bayonne-Staten Island bridge.

The Port Authority, since it took the stage in 1921, has added to its operations by establishing a union inland freight terminal between 15th and 16th streets and Eighth and Ninth avenues, New York. It also has a two-million bushel grain terminal on Gowanus Bay, Brooklyn. It has under construction two of the world's largest motor truck terminals, one in downtown Manhattan and the other in Newark. The Port of New York Authority has also more recently received a mandate to build a bus terminal in midtown Manhattan, and this big depot will be located on the block from 40th to 41st streets and Eighth and Ninth avenues.

The moves that preceded the establishment of the Port of New York Authority were highly interesting: Spencer Smith of Tenafly, DeWitt Van Buskirk of Bayonne and Frank Ford of Newark were the New Jersey members and former Gov. Alfred E. Smith, Eugenius Outerbridge and Lewis Pounds were the New York members of the New York and New Jersey Harbor Development Commission that proved to be the forerunner of the Port of New York Authority. Gov. Edge of New Jersey and Gov. Charles Whitman of New York gave hearty support to the idea typified by this early commission—the idea of developing and integrating harbor and commercial opportunities on both sides of the Hudson. It was an interesting connecting railroad and belt line project that were much in the minds of this pioneer New York and New Jersey Port and Harbor Development Commission. Not much came of the belt line project, but in course of time the intensive study and planning by its successor, the Port of New York Authority, bore fruit of a

Island, and Elizabethport. The building of the Bayonne Bridge between Bergen Point and Port Richmond, Staten Island, followed as a matter of course to complete a route to the New Jersey seashore resorts.

In the meantime, New York and New Jersey Tunnel Commission, in 1927, had completed the Holland Vehicular Tunnel between Jersey City and Canal Street, New York, and before long it was deemed wise to merge this tunnel commission with the Port of New York Authority, to bolster the finances of the Port Authority, which saw in the Holland Tunnel a money maker that might be used to good advantage to make up for the lack of profits in connection with the Arthur Kill bridges. The merger occurred in 1931.

The Port Authority failed to develop as a defender and aide to New Jersey in the fight to abolish free lighterage. By that attitude it lost the grand opportunity to help give Hudson County the benefit of its fine geographical position at the gateway to the American continent. Had the free lighterage been wiped out, Jersey City and other parts of Hudson County would have enjoyed the benefit of being able to handle traffic from the south and west more advantageously than it is now handled by Manhattan and other parts of New York City to which the freight from the south and west has to be lightered across the Hudson from the railroad terminals in Hudson.

The railroads absorb the lighterage charges to save the commerce for New York City. With no free lighterage it would be cheaper to send freight from the south and west to points in Hudson than to points across the Hudson in New York. The result would be that Jersey City and other towns along the Hudson in this county would gain the benefits of location and scoop in much of the commerce that now goes to Manhattan. With ships alongside the Hudson in Jersey City, the merchandise could be transferred directly from the railroad yards to those ships for transportation to all points of the compass. Hudson's importance as a great terminal would greatly increase.

It might have been expected that the New York members of the Port Authority would have taken a stand for free lighterage to help Manhattan maintain its superiority in commerce. But it was a matter of regret that the New York members of the Port Authority had also the cooperation of New Jersey members of the Port Authority who did not stand by their own state.

It is true enough that abolition of the free lighterage rule is in the jurisdiction of the Interstate Commerce Commission and not within the jurisdiction of the Port of New York Authority. Nevertheless, a united stand by the members of the Port Authority in the free lighterage problem and



## Bergen Evening Record

# Port Authority, 25 Years Old Today, Drives On Into Vast New Program For Metropolis

By JOSEPH J. DOUGAN

The Port of New York Authority is 25 years old today. Except for the issuance of a written announcement to that effect, the Commissioners indulged in no formal celebration. The Authority is busy with plans for extensive expansion of Port facilities.

### BUS TERMINAL PROJECTED

The record of the Port Authority is not quite a mere matter of 25 birthdays. Its report shows expenditure of more than \$24,000,000 during the past 20 years for construction of new Port facilities; add to this a revenue of \$216,000,000 during the past 18 years, and the picture of a gigantic business venture unfolds.

Principal facilities constructed during those 20 years, going to make up the bulk of the 240 million, are the following, with approximate cost:

Facility	Approx. Millions
Holland Tunnel	50
Lincoln Tunnel	80
George Washington Bridge	60
Cutlerbridge Crossing & Goethals Bridge	17
Bayonne Bridge	13
Union Inland Freight Station	15
Manhattan Truck Terminal	5
Newark Truck Terminal	2½

\* Under construction at present, so that entire cost has not yet been expended. Total cost of these two facilities brings overall total to over 242 millions.)

During that time the Port Authority was also called upon to

take over the existing facilities of 2-million-bushel grain terminal in Brooklyn from the State Barge Canal System; and it acceded to the request of the City of Newark to take over and operate the Newark Airport and Port Newark.

The Authority has also studied the source from which the huge truck freight springs, and is considering plans for truck terminals in Northern New Jersey to ease the load on New York City facilities.

Immediate plans of the Authority are almost as sweeping as the facilities it already operates. Most prominent is the proposed Grand Central Bus Terminal which would occupy the entire block in New York City from 40th to 41st Streets, between Eighth and Ninth Avenues. It will be connected by overhead

ramps to the Lincoln Tunnel, and the terminal's estimated cost is 15 millions. Construction awaits an edict by New York authorities banning other new bus terminals or expansion of existing ones within certain areas.

More recently announced than those for this bus terminal are the Authority's plans for spending 20 millions improving existing facilities. This will include expansion of entrance facilities to the various bridges and tunnels and extensive improvements to the George Washington Bridge designed to increase the capacity of the bridge by 25 per cent.

Operation of these facilities is just a part of the Port Authority job. It is also engaged in maintaining the competitive position of the Port with those of other ports; keeps an eye on railroad freight rates; maintains a vigil over motor truck service and rates; takes definite steps to maintain coastwise shipping; and is about to get itself deeply in air industry.

Administering to the needs of this sprawling organization and its vast variety of details is a task of gigantic proportions. The job is handled by 12 commissioners, six each from New Jersey and New York, appointed by their respective Governors to serve without pay for terms of 6 years. Their work, of course, is augmented by a complete staff of trained technicians.

### NOW IT WORKS

Bergen County has had an active part in the administration of the Port Authority. Prominent during recent years and still actively interested although no longer a Com-

missioner, is John Borg, publisher of the Bergen Evening Record. Bergen retained its membership on the Commission with the retirement of Mr. Borg last year, when Donald V. Lowe of Tenafly was named as his successor.

Birth of the Port Authority occurred on Apr. 30, 1921 by virtue of the joint decrees of Governors Alfred E. Smith of New York, and Walter E. Edge, serving his first term as New Jersey's chief executive. Governor Edge is running toward the close of his second term at a time when the Port organization is completing its twenty-fifth year.

The Authority was set up to administer to the needs of the Port of New York District, which included all that part of the Metropolitan District within a radius of about 25 miles of the Statue of Liberty.

### IT PAYS ITS WAY

The Port Authority is a self-supporting, nonprofit organization. Its holdings are tax exempt; but it has held to a policy from the start which has made it popular with the municipalities in which its facilities are located in that it protects the cities against loss of ratables. The Port Authority, with statutory permission of both States, makes annual payments to the municipalities in an amount equal to, but not exceeding,

that which the city received in taxes from the property at the time it was taken by the Port Authority.

Howard S. Cullman of New York is chairman, Joseph M. Byrne Jr. of New Jersey vice-chairman.

Other members are: from New York, Charles S. Whitman, Frank J. Taylor, Eugene F. Moran, Bayard F. Pope and S. Sloan Colt; and from New Jersey, Arthur Walsh, Frank D. Abell, Donald V. Lowe, F. Palmer Armstrong, and Howard R. Cruse.



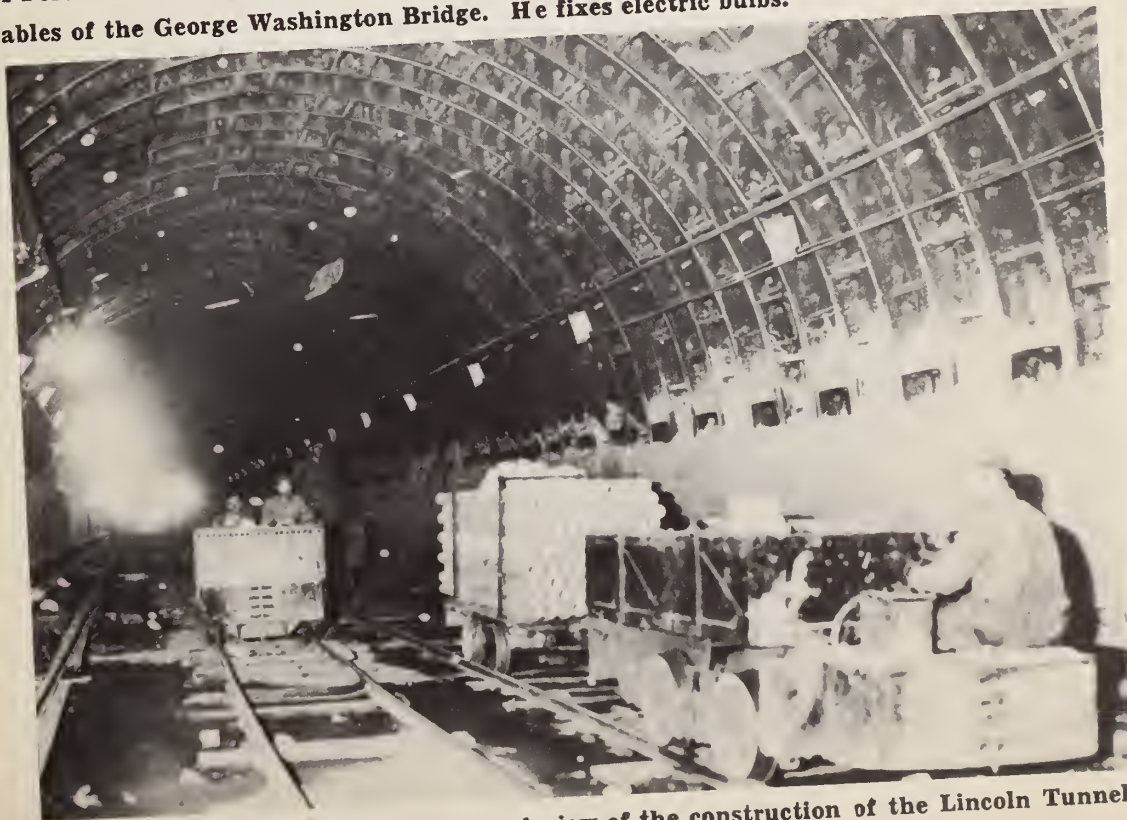
*regulatory bodies on matters affecting*

## OVER AND UNDER THE RIVER PORT AUTHORITY, 25 TODAY, THROWS TRAFFIC LIFELINES



—Bergen Evening Record Photos

A Port of New York Authority maintenance man takes a stroll up one of the gigantic cables of the George Washington Bridge. He fixes electric bulbs.



A view of the construction of the Lincoln Tunnel.



# New York World-Telegram

TUESDAY, APRIL 30, 1946.

## Dewey, Edge Praise Port Body on Birthday

The Port of New York Authority today began its 26th year. Organized April 30, 1921, and jointly operated by the states of New York and New Jersey, the Authority over the last quarter of a century has spent 240 million dollars on transportation and terminal facilities in the world's busiest port area.

In statements yesterday, Gov. Thomas E. Dewey extended his congratulations on the great accomplishments of the Authority, and Gov. Walter E. Edge asserted he was confident that in the years to come the Port Authority will continue to be a useful and constructive agency of the two states.

Under current consideration are, among other projects, a survey of Newark Airport and Port Newark; the world's two largest motor truck terminals in Manhattan and Newark; and a mid-Manhattan bus terminal.

Some of its larger projects over the past quarter of a century include the 50 million dollar Holland Tunnel, the 60 million dollar George Washington Bridge, the 80 million dollar Lincoln Tunnel, the 17 million dollar Outerbridge spanning the Arthur Kill between

Tottenville and Perth Amboy, the Goethals Bridge between Howland Hook and Elizabeth, and the 13 million dollar Bayonne Bridge.

The 12 commissioners of the Authority include six from each state appointed by the Governors of the two states. They receive no compensation. Their job is to study and to meet terminal and transportation needs.

All Port Authority construction jobs are designed on a self-supporting basis. During the last 20 years, the Authority has issued bonds for new projects for purposes of paring purposes of par million dollars.

Revenues for the have amounted to dollars, of which 5 went for operating the 83 million for interest establishment of conditions and facilities.

## THE DAILY HOME NEWS

NEW BRUNSWICK, N. J. TUESDAY, APRIL 30, 1946.

### Port Authority Notes Its 25th Birthday

The Port of New York Authority celebrates 25 years of progress today by quietly continuing its essential services to the people of the port area. And New Jerseyites, who have benefitted greatly through the achievements of the authority and who understand that it is a joint corporate instrumentality of both New York and New Jersey, have only one regret: that New Jersey's name could not somehow have been worked into the name of the authority when it was formed in 1921.

The great traffic carriers which the port authority has created are among the modern world's construction miracles. The Holland and Lincoln tunnels have no equals anywhere. The George Washington Bridge is a magnificent structure, boasting when it was constructed in 1931 a main suspension span twice the length of any other in the world. The three Staten Island bridges, which have received less attention and less traffic than the other arteries probably because of their relative isolation, would in any other part of the world be regarded as outstanding scenic marvels.

The Port of New York Authority has done an excellent job of predicting future traffic needs and taking concrete steps to meet them. It has functioned on its own, building its projects with borrowed money upon which it regularly meets its obligations in interest payments and return of principal. The high esteem in which its securities are held by financial experts is indicated by the fact that it was able to sell in February a bond issue of more than \$18,000,000 at a net average interest cost of 1.358, which it claims is the lowest rate ever enjoyed by any state or municipal agency.

If both states continue to appoint the high calibre men of the past to be members of the authority, the achievements of the past 25 years can be duplicated or surpassed in the future.

port. It aids in routing commerce through

## Bergen Evening Record

TUESDAY, APRIL 30, 1946.

### THE BIRTH OF A BRIDGE

As Port of New York Authority Commissioners sit in their luxurious offices today celebrating the Authority's twenty-fifth anniversary, few of them will recall or perhaps even know what a tremendous part Bergen County played in gathering the gigantic enterprise whose facilities run into the hundreds of millions. Its first great engineering project was construction of the \$62,000,000 George Washington Bridge, then unnamed and for many years known only as the Hudson River Bridge.

It should be a matter of historic interest that the George Washington Bridge, the greatest single factor in Bergen County's growth, was conceived, planned, and fought for by the Bergen Evening Record. It is not a matter of record, but it is a fact, that the George Washington Bridge was first visualized at a little meeting attended by only three men in the Bergen Evening Record office on a Sunday afternoon in 1925.

Present at this conference were John Borg, publisher of the Bergen Evening Record, the late Matt C. Ely, its first editor, and the late William B. Mackay, then State Senator. The meeting had been called by the newspapermen, because they had already determined that if it were humanly possible Bergen County should have a direct transportation link with New York City. It was merely a coincidence that the writer of this editorial, then busy with other duties, should have been within earshot and have listened spellbound to the recitation of facts concerning the proposed new bridge. Even then were expressed the hope and insistence that the Bergen County site would be as far uptown as possible, for its probable effect on the County's development—a clear outline of visions that have since come true.

It is a matter of regret that there was no stenographic reporter or recording device available for that session. It should be a part of the Port Authority's record, for the great bridge that now spans the Hudson was born there. The meeting was somewhat prolonged while Senator Mackay argued many points, but he became convinced when Mr. Borg told him: "Nothing can stop this county's great growth or

development, but a bridge such as we propose will speed it." As a secondary feature, Senator Mackay agreed to father the legislation as a campaign issue to combat his Republican primary opponent, Charles F. Black.

History records most of the battles which occurred from that point on. New York State did not want the bridge particularly; great financial interests opposed it. This opposition crept into the New Jersey Legislature, and eventually logrolling by representatives of Union and Middlesex Counties made it mandatory to accept largely unwanted bridges linking New Jersey to Staten Island in order to make the Hudson River Bridge a reality. Once engaged in the battle, Senator Mackay fought hard and cleverly, overcoming all obstacles, and in his honor Route 4 is officially known as Mackay Highway.

After New Jersey approval had been assured, concurrent legislation was required in New York State. There were many blocks. When the outlook appeared darkest, John Borg made a personal visit to the late Phil Payne, a Union Hill boyhood friend and then a spectacular New York newspaperman, managing editor of the New York Daily News. As a gesture of personal friendship, Payne sold the plan to the late Governor Alfred E. Smith, who in turn asked for and got Tammany's O. K. but with the proviso that the New York Republican legislative majority approve. This was arranged through Governor Walter E. Edge, then United States Senator, and Senator James Wadsworth of New York. Thereafter the dream became a reality.

Of the men who were present at the birth of the Bridge, Mr. Ely and Mr. Mackay have passed on to greater rewards. Through the years Mr. Borg has kept his silence about the meeting and his leading part in it. Members of his staff thought it was a story that should be told, and no time could be more fitting than the Port Authority's twenty-fifth birthday. The Authority plans many betterments for Bergen County's residents but no monument so great or so everlasting as the massive bridge that materialized from such modest beginning.

ROSSMAN H. WYNKOOPE  
Managing Editor



# NEW PORT Terminal Work Starts

Project Climaxes  
Agency's 25 Years



As the Port of New York Authority prepared to celebrate 25 years of operation today, preliminary work was under way on the new \$2,650,000 Motor Truck Terminal in Newark, which, with its counterpart under construction in Manhattan, will be the largest truck terminal in the world.

During 25 years the Port Authority, jointly operated by the states of New Jersey and New York, has spent \$240,000,000 on transportation and terminal facilities in the biggest port area of the world.

The Newark terminal will embrace 29 acres of land, bounded on the south by Delancy st., on the north by Ruppert Stadium, on the west by Stockton st., just east of Route 25, and on the east by the Central R. R. of New Jersey. Completion of the Newark and New York terminals is expected early in 1947.

## BIG SAVING IN PROSPECT

Plans call for 175 back-up spaces, with a total capacity of 2,500 tons, representing an annual saving in truck transport costs of between \$228,000 and \$432,000. This promises a saving of 60 to 90 cents a ton in terminal, pickup and delivery operations, placing Newark on a more equitable competitive basis.

The Port Authority expects that the terminal will greatly reduce

freight traffic congestion in the area. Entrances will be from Route 25 and from Delancy st.

Payment of the annual tax assessment, as determined on the land before purchase, will be made to the city of Newark by the Port Authority.

The Port Authority was organized April 30, 1921, to study problems of terminal needs and transportation, to make plans for their solution, and to execute those plans.

## PIONEERED IN BRIDGES

In the quarter-century it has been functioning, the Authority pioneered in river crossing with the 50 million dollar Holland Tunnel under the Hudson River and built the 60 million dollar George Washington Bridge, its main span of 3,000 feet being twice the length of the longest suspension bridge ever built before.

Other major projects include the 80 million dollar Lincoln Tunnel; the 17 million dollar joint construction of the Outerbridge crossing spanning the Arthur Kill between Tottenville, Staten Island, N. Y.,

**SITE OF \$2,650,000 TRUCK TERMINAL**—Part of the 29-acre plot near Ruppert Stadium on which is being constructed the huge truck terminal, which the Port of New York Authority hopes to have operating in 1947. It will have a daily handling capacity of 2,500 tons of truck freight.

and Pertn Amboy; the Goethals Bridge over the same body of water between Howland Hook, Staten Island, and Elizabeth; and the 13 million dollar Bayonne Bridge which extends over the Kill van Kull from Port Richmond, Staten Island, to Bayonne, and is the longest steel arch bridge in the world.

Currently, the Authority is undertaking a survey of the Newark Airport and Port Newark to study the possibility of taking over both New Jersey facilities. The City of Newark requested the Authority to survey the situation. The Authority also operates the Union Inland Railroad freight station, built at a cost of 15 million dollars in Manhattan, and a 2,000,000 bushel grain terminal on Gowanus Bay, Brooklyn.

## TERMINAL PLANNED

Under consideration is a proposed mid-Manhattan bus terminal which, if built, would be the largest union bus terminal in the world. The proposed \$15,000,000 terminal would handle 2,000 intercity buses, which enter New York City daily.

The 12 commissioners of the Authority include six from each state appointed by the governors of the two states. They receive no compensation and have included former governors, bank presidents and outstanding businessmen.

All Port Authority facilities are designed to operate on a self-supporting basis. During the past 20 years, the Authority has issued bonds for new projects or refunding purposes of par value of \$492,000,000. Revenues for the past 18 years have amounted to \$216,000,000, of which \$50,000,000 went for operating expenses, \$83,000,000 for interest payments, and the \$83,000,000 balance applied to debt reduction, establishment of reserves and additions and betterments to the facilities.

## PRAISED BY DEWEY

Gov. Thomas E. Dewey of New York extended his congratulations to the Port Authority "on the great accomplishments that have characterized the whole history" of the board.

"In unifying terminal and transportation facilities and promoting the commerce of the port, the Authority has realized the high hopes which the two states shared when they created the agency in 1921," he said.

"In reducing shipping costs and helping to relieve metropolitan traffic congestion your truck terminal program, financed under legislation which I was pleased to approve in 1945, should prove of real benefit to the people of the port district."

## EDGE'S COMMENT

Gov. Walter E. Edge of New Jersey told the authority he was "convinced that in the years to come Port Authority will continue to be as useful and constructive an agency of the two states as it has been through these past 25 years."

Edge championed the Port Authority when he served his term as New Jersey governor more than 25 years ago.

"I have been very happy to lend a hand once again, during course of my present term, by proving the legislation which made it possible for the Authority to continue the work to which was originally directed in the past by the construction of union transportation terminals to speed the flow of industrial products through the congested areas of common port district," he said.



its Midwest branch office in Chicago. The

## New York World-Telegram

TUESDAY, APRIL 30, 1946.

### Port Authority's 25th Birthday.

The Port of New York Authority, of which Howard S. Cullman is chairman, celebrates its 25th anniversary today. Born of a 1921 Port Compact between the State of New York and the State of New Jersey, in wise recognition of their common interest in the development of this great port, the Authority has already become a \$282,000,000 corporation with vast completed projects to its credit and more underway or planned.

The Holland Tunnel, the Lincoln Tunnel, the George Washington Bridge, the Staten Island-New Jersey bridges and crossings are familiar, impressive examples of what the Port Authority has accomplished in only 25 years. Under construction are two big motor truck terminals, the world's largest, in Newark and Manhattan. The Authority's plans for a \$15,000,000 Union Bus Terminal extending from 40th to 41st Sts., between Eighth and Ninth Aves., only await this city's final action on the question of excluding new competitive bus terminals from more congested traffic areas in mid-Manhattan.

Thanks to their sustained standards of ability and diligence the Port Authority can point not only to great self-supporting public facilities producing \$216,000,000 in revenues over the past 18 years but also to the significant fact that it could sell its bonds last February at an average interest cost of only 1.358, "the lowest rate ever enjoyed by any state or municipal agency."

## THE HERALD-NEWS

PASSAIC, N. J., MONDAY, APRIL 29, 1946

### Port Authority, 25 Years Old, Contemplates New Projects

The Port of New York Authority which came into being 25 years ago tomorrow to seek a solution to the terminal and transportation problems in the Metropolitan district today is functioning on a far vaster scale than the originators ever foresaw.

The Authority was organized as the corporate instrumentality of the states of New Jersey and New York to speed up traffic across the Hudson River and fortunately for those backing of the movement the governors of the two states at that time were sufficiently far-sighted to give the necessary impetus to the project. Walter E. Edge was in the State House in Trenton while Alfred E. Smith and Charles S. Whitman were the governors of New York during the preliminary moves to form the Authority.

The twelve commissioners of the Authority are appointed by the governors, six from each state.

#### Serve Six Years

They serve overlapping terms of six years each and receive no compensation. The board meets once a month and the basic work is done by committees of which there are four.

During this, the first quarter of a century of the Authority's existence, two vehicular tunnels under the Hudson have been completed and four bridges have been built connecting New Jersey and New York.

A pioneering feat in river crossing was the \$50 million Holland Tunnel, named in honor of its chief engineer, the late Clifford M. Holland, was completed in 1927, and was first operated by the Port Authority in March.

Providing a direct link of four traffic lanes between Canal Street in Manhattan and Twelfth Street, Jersey City, the Holland Tunnel today is the busiest vehicular tunnel in the world.

The Lincoln Tunnel, provides four underwater traffic lanes connecting mid-Manhattan at Dyer Avenue with Weehawken. Construction on this \$80 million tunnel was started in March, 1934, the first tube was opened in December, 1937, and the second in February, 1945.

#### Cost \$60,000,000

Spanning the Hudson, the George Washington Bridge built at a cost of \$60 million connects the Fort Washington and Amsterdam Avenue plaza in New York with Fort Lee. Completed in 1931, it marked the beginning of a new era in bridge building.

Outerbridge Crossing, spanning Arthur Kill between Tottenville, S. I., and Perth Amboy, provides a convenient and uncongested highway to the Jersey seacoast and points south and west. Opened to traffic in June, 1928, its name honors Eugenius H. Outerbridge, first chairman of the Port Authority.

Opening on the same date as Outerbridge Crossing, the Goethals Bridge over the Arthur Kill furnished a highway connection between Howland Hook, S. I., and Elizabeth, and is convenient for through-traffic between Brooklyn and New Jersey. Its name, commemorates Gen. George W. Goethals, builder of the Panama Canal and first chief engineer of the Port Authority.

#### Completed in 1931

The third Staten Island-New Jersey crossing is the Bayonne Bridge, open to traffic in November, 1931, and connecting Port Richmond, S. I., and Bayonne.

The cost of the Goethals Bridge and Outerbridge Crossing, which were financed together was approximately \$17,000,000, the Bayonne Bridge, \$13,000,000.

The Authority's Union Inland Railroad Freight Station, built at a cost of \$15,000,000, and completed in 1932, occupies the entire block extending from Fifteenth to Sixteenth Streets between Eighth and Ninth Avenues in Manhattan.

The 2,000,000 bushel Port Authority Grain Terminal on Gowanus Bay, Brooklyn, was formerly operated by the State of New York as a part of the State Barge Canal System.

#### Truck Terminals

The Authority has under construction the world's two largest motor truck terminals, one in downtown Manhattan, and the other in Newark. They will be completed early in 1947 if building materials are available.

Extending from Washington to Greenwich, and from Spring to Houston Streets, the Manhattan terminal, a thousand feet long and 175 feet wide, will have a daily capacity of 2,000 tons of merchandise freight.

The Newark terminal is being built on a 29-acre site immediately south of the Newark baseball grounds, and east of Route 25. It is expected that this \$2,650,000 terminal will result in savings that will help maintain the competitive position of industrial and distribution centers in Northern New Jersey.

Projects which are contemplated are a bus terminal in Manhattan from Eighth to Ninth



# Port Authority is making every effort

## Newark Evening News

MONDAY, APRIL 29, 1946

### See 65 Million Airport's Need Authority Estimates for Future Development Upped \$25,000,000

The Port of New York Authority today looked back upon a quarter-century of operation and an expenditure of \$240,000,000 for metropolitan area improvements—and forward to a new 25-year span which may see it take over Newark Airport as one of its major steps.

The authority, which starts its second 25 years this week, currently is undertaking a survey of the airport and Port Newark to determine under what conditions it might take over both facilities.

Reports today were that, in the course of the survey, earlier estimates that it will take \$40,000,000 to develop the field have been increased to \$65,000,000.

The report on the airport is scheduled to be made sometime this Spring. The survey was undertaken at the request of City Commission.

In other "birthday" developments today, work of the authority came in for commendation from Governor Edge.

The \$240,000,000 already expended has gone into developing transportation and terminal facilities.

Tunnel, the \$80,000,000 Lincoln Tunnel, \$62,000,000 George Washington Bridge and three Staten Island bridges costing \$30,000,000.

#### Projects to Come

Projects now being undertaken include motor truck terminals in downtown Manhattan and in Newark which will be completed early next year if building materials are available.

The New York terminal is expected to cost \$4,850,000 and the cost of the Newark Terminal has been estimated at \$2,650,000. The Newark Terminal will be located immediately south of the Newark Bears baseball park and east to Route 25.

One of the projects under consideration is a \$15,000,000 union bus terminal, which, if approved, will be constructed in the west 40th street area of mid-town New York.

#### Total Revenues

Revenues for the last 18 years have totaled \$216,000,000. Of this amount, \$50,000,000 was expended for operating costs, \$83,000,000 for interest payments and the balance of \$83,000,000 was applied to debt reduction, the establishment of reserves and improvements and additional facilities.

The authority was established as a corporate agency of the States of New York and New Jersey.

Governor Edge, who was serving his first term here at the time, described the objective of the authority in a special message to the legislature as a "farsighted interstate commission, which is oblivious to sectional prejudices and intent upon developing an important section of the country along broad lines."

In a letter to Chairman Howard Cullman of the Authority in connection with anniversary, Edge recounted how he had co-operated with the then Governor Whitman of

Edge said:

"Now in my second term as Governor, and as we reach tomorrow the 25th anniversary of the signing of the Port compact, I think that we have begun to realize the hopes that I had for the Authority when in my message of March 14, 1917, to the Legislature I recommended the passage of a bill giving the Governor of New Jersey power to co-operate with Governor Whitman of New York in the creation of an interstate commission. In that message I said we might look to the Authority to—

#### Business, Industry Aid

"Build marine terminals, construct modern docks, acquire waterfront through purchase or condemnation, if necessary, and generally begin to attract the commerce carriers of the world, and the result must be the establishment of manufacturing, business houses and all lines of industry within a radius of scores of miles, increasing the prestige of the Port of New York, expanding business in both reclaiming and developing land and thereby adding dollars, not alone to a large part of the State of New York but to that vast territory of bordering on and about

"I have been very happy to hand once again, during the course of my present term, to the legislation which has been possible for the Authority to continue the work to which it has been finally directed in the construction of the transportation terminal and the flow of industrial through the congested common port district.

"I am confident that it will come to the port authority to be as useful an active agency of the type it has been through the years."

## Jersey Observer

APRIL 30, 1946

### Quarter Century Is Observed by Port Authority

New York, April 30—(AP)—The Port of New York Authority—multi-million dollar terminal and transportation organization jointly operated by the states of New Jersey and New York—is 25 years old tomorrow.

Officials said there would be no celebration of the silver anniversary but they made public a summary of the quarter century's achievements.

Upwards of \$240,000,000 has been spent on new port facilities. These include the \$50,000,000 Holland Tunnel, the \$80,000,000 Lincoln Tunnel, the \$60,000,000 George Washington Bridge and several smaller projects.

The world's two largest truck terminals are under construction and the Port Authority proposes to build a \$15,000,000 terminal to accommodate some 2,000 intercity buses which enter Manhattan daily.

Last year the Port Authority opened an office in Chicago "to meet the intensified competition from South Atlantic gulf ports for Midwest commerce."

The move was made to recover some of the freight business rerouted away from New York during the war to avoid enemy submarines, the Port Authority said.

The Authority is controlled by six non-salaried commissioners each from New Jersey and New York. All projects operate on a self-supporting basis without assistance from public taxation.

## Hudson Dispatch

TUESDAY, APRIL 30, 1946

### Port Authority in 25 Years Becomes Giant Operator

Twenty-five years ago today Port of New York Authority came into being in response to a demand for a bi-state agency that could solve transit problems that were then becoming acute but which augured even more critical situations in years to come.

The P. A. has many achievements in engineering feats to look back upon as a quarter-century of accomplishments. It has interlaced the Hudson with connecting links both above and below the river's surface. The interlacing of Kill van Kull at Bayonne and Arthur Kill at Elizabeth and Perth Amboy to connect this state with Staten Island was obtained by erecting 3 bridges.

One bridge, George Washington, the longest suspension span in the world, was thrown across the Hudson from Fort Lee to connect with Fort Washington and Amsterdam av. plaza. Holland Tunnel, the first under-river crossing, was opened in 1927, and Lincoln Tunnel, the second, in 1937.

One can only imagine the chaotic congestion of traffic between New Jersey and New York without these 6 facilities.

The P. A. also built its union inland railroad terminal in New York City to facilitate the shipment of less than carload lots. Erected at a cost of \$15,000,000, it was opened in 1932. P. A. took over the operation of New York State's grain terminal on Gowanus Bay in 1944, and has converted a losing state business into a profitable one. P. A. now has the world's 2 largest motor truck terminals under construction, 1 in Newark and the other in Downtown New York City. Plans have been drawn for erecting the largest bus terminal in the world on the block bounded by 8th and 9th avs. and 40th and 41st sts., Manhattan. It is also considering taking over the operation and improvement of Newark Airport, at the request of Newark City Commission.

In 25 years P. A. has grown to gigantic size with the multiple facilities now operated which could hardly have been contemplated by the New Jersey and New York Legislatures who created it a quarter-century ago.



New York  
Journal-American

Tues., April 30, 1946—

## Port Authority 25 Years Old

The Port of New York Authority, which operates the bridges and tunnels linking New York and New Jersey and terminal facilities in both States, today is celebrating its 25th anniversary.

Starting from scratch, the Authority, a self-liquidating enterprise, is a \$282 million organization, transportation facilities of which have been used to date by 390,596,000.

In the 25 years, the Port Authority has spent more than \$240 millions on construction and received in revenues \$216 millions. Of the latter figure \$50 millions went for operating expenses, \$83 millions for interest payments, and the balance of \$83 millions for debt reduction, building up reserves and for additions and improvements to facilities.

Interest costs on the Authority's revenue bonds, through which it financed construction of its facilities, have gone from 5.11 per cent in 1929 to a net average charge of 1.358 per cent on its recent issue of \$18,757,000 40-year bonds—the lowest rate on record for a State or municipal agency.

In the 25 years, the Authority constructed the \$50 millions Holland Tunnel, the \$80 millions Lincoln Tunnel, the \$60 millions George Washington bridge and the Outerbridge, Goethals and Bayonne bridges, linking Staten Island and New Jersey.

As a "post office" for freight the Authority operates a \$15 million inland railroad freight terminal on the westside, and is now constructing two similar terminals in New York and Newark for truck lines.

The Authority as part of its program in the next 25 years is pressing plans for a \$15 million union bus terminal in midtown Manhattan, with a ramp to the Lincoln Tunnel.

# Hudson Dispatch

MONDAY, APRIL 29, 1946

## Port Authority 25th Anniversary Tomorrow, No Celebration Planned

Tomorrow Port of New York Authority, creator and custodian of Lincoln and Holland Tunnels and Bayonne Bridge in Hudson County, and of George Washington Bridge in Bergen County, as well as numerous other facilities in its \$240,000,000 construction enterprise, will mark its 25th anniversary. There will be no celebration.

Port Authority rounds out its first quarter of a century the custodian of the \$51,000,000 Holland Tunnel, the \$80,000,000 Lincoln Tunnel, the \$62,000,000 George Washington Bridge, the \$16,000,000 Port Authority Building and Union Inland Railroad Freight Station at 8th av. and 15th st., New York City; the Gowanus Grain Terminal,

in Brooklyn and the 3 Staten Island-New Jersey bridges: The \$13,000,000 Bayonne Bridge, the \$10,000,000 Outerbridge Crossing and the \$7,000,000 Goethals Bridge.

Port Authority enters its second quarter of a century still building and planning.

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### Washington Bridge Plans

Port Authority also is planning to add 2 new traffic lanes to the George Washington Bridge. It is studying the feasibility of taking over Newark Airport and adjoining Port Newark and of doubling the capacity of the airport at a cost of \$40,000,000. It is even considering building a new tunnel under the Hudson River, perhaps at 14th st., to handle the heavy volume of traffic between New York City and New Jersey.

It was on Apr. 30, 1921, that the historic compact between New York and New Jersey went into effect creating the Port of New York Authority as a joint agency of the 2 states to promote the commercial development, particularly in transportation, of the Port of New York.

Port Authority was an outgrowth of the New York-New Jersey Port and Harbor Development Commission, established in 1917, to study port improvements. In the last 18 years its revenues, chiefly from tolls, have totaled more than \$216,000,000.

Holland Tunnel alone has taken in more than \$100,000,000 since it was acquired by the Port Authority on Mar. 1, 1931. Exact figures show that between that date and Dec. 31, 1945, tunnel tolls yielded \$99,698,291.14, and tolls collected since Dec. 31 raise the total above the \$100,000,000 mark.

### Holland Tunnel Oldest

Of Port Authority's facilities, Holland Tunnel, opened on Nov. 13, 1927, is the oldest. The tunnel, first of its kind in the world, was built and originally operated jointly by the New York and New Jersey Bridge and Tunnel Commissions. In the early days of its construction it was known as the Hudson River Vehicular Tunnel. After the death of Clifford M. Holland, chief engineer of the project, it was named in his memory.

Holland's zeal for the project caused him to sacrifice his health by working long hours and exposing himself in the damp ground beneath the river bed, and on Oct. 27, 1924, 2 days before the first of the twin tubes was holed through, he died. Sixteen days later the project was renamed the Holland Tunnel.

The names of most of the authority's tunnels and bridges have interesting histories.

It is sometimes supposed, for instance, that the Outerbridge Crossing, a cantilever structure with a span of 750 feet, was so named because it is outermost of the New York bridges in the harbor. Actually, the bridge completed in 1928, is named in memory of Eugenius H. Outerbridge, first chairman of the Port Authority. The Goethals Bridge was named to commemorate George W. Goethals, builder of the Panama Canal and the Authority's first chief engineer.

One of the principal considerations in the naming of the George Washington Bridge was that it was to be opened in 1931 as the entire nation was making plans for celebrating the next year the 200th anniversary of Washington's birth.

Almost since the day it opened, the George Washington Bridge, with its 600-foot high twin towers and its 105,000 miles of steel wire—sufficient to encircle the world at the equator 4 times—has earned enough to pay its own operating expenses and interest.

As for the Lincoln Tunnel, the Authority reports that, generally speaking, this project "did not enter the black figures until 1945, and then by a very narrow margin."



Thursday, May 2, 1945

## Port of New York Authority Observes 25th Anniversary

The 25th year of existence was rounded out on April 30 by the Port of New York Authority, which observed the occasion by their customary rule of "business as usual." Although the Authority had no celebration of any kind on which to hang a story, it is only fitting and right at this time that we call attention to an organization which has grown in a quarter-century into really Big Business.

The Port of New York Authority was created in 1921 in response to a need for a solution to terminal and transportation problems in the Port District. It was organized as the corporate instrumentality of the States of New Jersey and New York to study those problems, to make plans for their solution, and to carry out those plans.

requires constant study of the need for physical improvement such as new terminals, channels, highways, for new methods of handling freight and passengers, and for new trade routes to accommodate the changing demands of time and trade.

These activities may range from the promotion of a dry dock to the support of an air route to the Far East. They are all directed to the end that the Port of New York may be able to offer services that are cheaper, faster and more certain than those of competing ports.

## Finaneing

In his work on revenue bonds John F. Fowler says that the financing of the Port of New York Authority stands out as a landmark in the history of revenue bond financing because the first issues were very much larger than any previous public offering of revenue bonds; because most of them were for an entirely new type of revenue bond project, toll bridges and tunnels; and, finally, because they introduced to the public for the first time agency revenue bonds, issued by a new form of body known as an "authority."

During the past 20 years the Authority has issued bonds for new projects or refunding purposes of par value of \$492 million. It has expended over \$240 million on the construction of new port facilities. Its revenues over the past 18 years amounted to \$216 million. Of this amount, \$50 million was spent for operating expenses, \$83 million for interest payments, and the balance of \$83 million applied to debt reduction, the establishment of reserves, and additions and betterments to its facilities. At the present time its annual interest charge is \$4,800,000. The interest costs have ranged from 5.11 in 1929 down to the sale in February of \$18,757,000 of its 40-year bonds at a net average interest cost of 1.358, the lowest rate ever enjoyed by any state or municipal agency.

All Port Authority projects must operate on a self-supporting basis, for while any surplus from its operations ultimately belongs to the States of New Jersey and New York, it cannot turn to the taxpayer for reimbursement of losses. The entire concept of the Port Authority directs its projects into that narrow zone where public terminal facilities can operate on a self-supporting basis, and so can be realized without adding to the general tax burden.

The Port of New York District includes that part of the Metropolitan district in New Jersey and New York lying within a radius of about 25 miles of the Statue of Liberty. Though commercially and economically a geographic unit, this district is cut in two by a political boundary line. Prior to 1834 the States of New York and New Jersey had quarreled over harbor franchises, ferry rights, jurisdiction over the harbor islands and the boundaries themselves. The Treaty of 1830 effectively settled these earlier quarrels.

## Lesson in Cooperation

That sovereign States can work together for their common good is demonstrated by the success of the Port of New York Authority. This experiment in super-government which was started just twenty-five years ago has shown the advantages to be attained in surrendering a certain amount of individual control to a joint body where separate control means a duplication of effort and more or less conflict. In setting up the Port Authority both the States of New York and New Jersey had to give up rights that had existed from colonial days, and agreed upon a combined management of the great port in which both have an interest.

The accomplishments over the past twenty-five years have clearly shown the wisdom in this cooperation. During that period not only has the shipping in the port been unified, but great strides have been made in tying the shores together through a system of tunnels and bridges which have eliminated State barriers as far as traffic is concerned. Now there is under way the construction of terminals which will facilitate the handling of freight and passengers. Already such a terminal exists in downtown New York and two more are being erected, one on each side of the Hudson which is the main water artery dividing the port. A union bus terminal awaits only the approval of New York City authorities. With the tremendous growth in air transportation, attention is being turned in that direction. The first step is the possible taking over of the Newark Airport.

The 12 commissioners of the Port Authority are appointed by the Governors, six from each state. They serve for overlapping terms of six years each and receive no compensation except the satisfaction they derive from public service. For the most part, the Port Authority Board has been comprised of men who have achieved distinction in public life, in business or in the professions. Former Governors, bank presidents, and outstanding businessmen serve as commissioners.

The Port Authority's bridges and tunnels join the two great states of New Jersey and New York into one vast business, residential and recreational area. From November, 1927, to May, 1946, these world famous crossings carried 390,595,000 between the neighbor states. The importance of these facilities was emphasized during the war when three-quarters of the traffic was of a war essential nature.

The work in what the Authority calls the field of Port Development has the more positive objective of maintaining and expanding the flow of traffic. This



nes as well as to maintain the port's

## The New York Times

### PORT AUTHORITY HAILED

Edge and Dewey Congratulate  
It on 25 Years of Service

Howard S. Cullman, chairman  
of the Port of New York Author-  
ity, made public yesterday tele-  
grams from Governor Edge of New  
York and Governor Dewey of New  
Jersey.

## The New York Times

TUESDAY, APRIL 30, 1946.

### PORT AUTHORITY BIRTHDAY

Today marks the twenty-fifth anni-  
versary of the establishment of the  
Port of New York Authority. For a  
quarter of a century this interstate  
commission has been building a monu-  
ment of vast public works. Its long  
record of service, efficiency, far-  
sighted intelligence and non-political  
administration has brought its reputa-  
tion to a new peak. No similar body  
in the nation stands higher in public  
esteem.

New York is the greatest port in the  
world. Through it flows the main  
channel of our inland commerce seek-  
ing the world beyond. An equal tide  
of trade flows in the opposite direction.  
But the shore and water facilities of  
our harbor happen to lie within the  
confines of two States. It was to in-  
tegrate these facilities into a single  
system that the Authority was organ-  
ized. This has been its work. Physi-  
cally it has joined the two State bor-  
ders through a network of tunnels,  
bridges, terminals and freight stations.  
Politically and administratively it has  
united the two States in a single policy  
of development and in so far as its au-  
thority runs welded the two commu-  
ties into one business, residential and  
recreational area.

The Holland Tunnel, operated by the  
Authority since 1931, is the busiest  
vehicular tube in the world. The Lin-  
coln Tunnel, newest of the Hudson  
crossings, supplements it. The majes-  
tic George Washington Bridge, span-  
ning the Hudson, inaugurated a new  
era in bridge-building. The Authority  
has built three other fine bridges link-  
ing this city with New Jersey. It has  
built or is building huge freight sta-  
tions and truck terminals in both  
States. It proposes to build here a  
much-needed union bus terminal, and  
awaits only the consent of the city.

The Port of New York Authority is  
only midway in its career of useful-  
ness. As air transport develops in this  
area many hope this commission can  
coordinate it under unified control. In  
its own range the Authority has  
proved itself to be a highly successful  
agency of government within gov-

## The Brooklyn Citizen

WEDNESDAY, MAY 1, 1946

### TWENTY-FIVE YEARS OF AUTHORITY

The twenty-fifth anniversary of the  
Port of New York Authority is an occa-  
sion which merits our attention and the  
extension of congratulations to that suc-  
cessful organization. The States of New  
York and New Jersey certainly did well  
when they fostered the Port Authority,  
as it was able to and did accomplish what  
would have been most difficult for them  
to achieve.

It is probably impossible for our young-  
er generations and it is difficult for those  
of us who remember back a quarter of a  
century, because we have become used in  
the meantime to the vast improvements  
that the Port Authority has undertaken,  
to realize that our city and the State of  
New Jersey in 1921 had no means of ve-  
hicular traffic other than ferryboats and  
other harbor craft. At that time there  
were no roadways either above or below  
the water between our city and New  
Jersey.

The first major project completed by  
the Port Authority was the Holland Tun-  
nel. Then the bridges connecting Staten  
Island with New Jersey were built.

There were the two  
George Washington  
Tunnel. The  
bridge was twice  
suspension bridge  
Bonne Bridge f  
Jersey is the  
in the world

too that the Port Authority has not been  
satisfied with building the mere projects.  
In each case, its approaches to the bridges  
and tunnels have been masterpieces of  
traffic designing.

Another activity of the Port Authority  
is the provision of terminals. There is  
the huge freight terminal on the West  
Side of Manhattan. There is the grain  
terminal of 2,000,000-bushel capacity on  
our own Gowanus Bay. There are now  
in construction the world's two largest  
truck terminals, one in Newark and the  
other in downtown Manhattan. There is  
finally the planned and soon-to-be-built  
bus terminal in midtown Manhattan.

If it might seem that the Port Author-  
ity does not live up to its name concern-  
ing the port or more precisely New York  
Harbor, that opinion should be disabused.  
The Engineer Corps of the War Depart-  
ment alone has jurisdiction over the har-  
bor itself and the communities or the com-  
panies to whom leases are given have sole  
control over the piers. Nevertheless, the  
Port Authority does work and

## Trenton Evening Times

MONDAY, APRIL 29, 1946

### Edge Praises Port Board On Compact's Anniversary

Tomorrow is the 25th anniversary of the signing of the  
Port of New York Authority compact

Accomplishments over the quarter century were praised  
in a letter by Governor Edge today to Howard S. Cullman,  
the authority chairman.

"I am confident," he wrote, "that in the years to come the  
Port Authority will continue to be as useful and constructive  
an agency of the two States as it has been through these past  
25 years."

The Governor said he was particularly gratified by the  
record of the agency since he had a part in creating it during  
his first term as Governor.



Paterson Evening News

## Port Authority 25 Years Old Tomorrow

Tomorrow Port of New York Authority, creator and custodian of Lincoln and Holland Tunnels and Bayonne Bridge in Hudson County, and of George Washington Bridge, in Bergen County, as well as numerous other facilities in its \$240,000,000 construction enterprise, will mark its 25th anniversary. There will be no celebration.

The Authority rounds out its first quarter of a century the custodian of the \$51,000,000 Holland Tunnel, the \$30,000,000 Lincoln Tunnel, the \$62,000,000 George Washington Bridge, the \$16,000,000 Port Authority Building and Union Inland Railroad Freight Station at 8th Ave. and 15th St., New York City; the Gowanus Grain Terminal in Brooklyn and the three Staten Island-New Jersey bridges: The \$13,000,000 Bayonne Bridge, the \$10,000,000 Outerbridge Crossing and the \$7,000,000 Goethals Bridge.

Port Authority enters its second quarter of a century still building and planning.

It now has under construction the Manhattan Motor Truck Terminal, a \$4,850,000 project at Washington and Spring Sts., near the Holland Tunnel portals, and a \$2,650,000 Newark Motor Truck Terminal.

Under consideration, pending approval of the project by New York City, is a \$15,000,000 Union Bus Terminal in the block bounded by 8th and 9th Aves. and 41st Sts.

Port Authority also is to add two new traffic lanes to George Washington Bridge, studying the feasibility over Newark Airport and Port Newark and of doubling capacity of the airport at \$40,000,000. It is even building a new tunnel across Hudson River, perhaps to handle the heavy traffic between New York and New Jersey.

BAYONNE TIMES  
APRIL 29, 1946.

## Edge Hails Port On 25th Birthday

TRENTON—Governor Walter E. Edge today forwarded felicitations to the commissioners and staff of the Port of New York Authority on the eve of the 25th anniversary of the signing of the port compact between New Jersey and New York.

Governor Edge recalled in a letter to Howard S. Cullman, chairman of the Port of New York Authority, that 25 years ago while serving his previous term as governor he recommended the passage of a bill in the New Jersey Legislature to give him power to cooperate with Governor Whitman of New York in the creation of an interstate commission, which was the forerunner of the present Port of New York Authority. At present Governor Whitman is a member of the Port Authority board.

Staten Island Advance

VOL. 61 NO. 8568. WEDNESDAY, MAY 1, 1946

## A 25-Year Record

It is rather difficult to visualize the metropolitan area today without the tunnels and bridges that link New York and New Jersey, including Staten Island's three famous bridges. These tunnels and bridges are the chief endeavors of the Port of New York Authority, which yesterday marked the beginning of the second 25 years of its service to the metropolitan area as a joint enterprise of the two neighboring states.

The tunnels and bridges would not have come into being had the two states not created this bistate agency for the purpose. It was the pressure of necessity, plus the creative imaginations of leaders in government, that gave birth to the organization that has since been a model for other enterprises in business management of public affairs. Notable among the successful imitations is the New York Tunnel Authority operating the Triboro Bridge and the Queens-Midtown tunnel. Still another authority is in prospect to take over New York's airports.

Having expended \$240,000,000 in improvements, including freight terminals, the Port Authority has grown to be both one of the greatest business institutions and one of the greatest instrumentalities of government. Its status is unique; enjoying far-reaching independence from political control, it is still subject to the wishes of the governments of both states and, to a remarkable degree, responsive to the desires of the people.

This responsiveness does not bring an easy yielding to popular demands for lower tolls, since the authority must maintain its financial status with prospective investors as well as lay the basis for future investments in new improvements. No one can accuse the authority, however, of being indifferent to proposals for improvement of services in the area.

When the Port Authority celebrates its 50th birthday, its investments and achievements in air transportation may equal if not surpass its present substantial stake in ground transportation.

## THE WALL STREET JOURNAL.

Registered U. S. Patent Office

THE WALL STREET NEWS

Tuesday, April 30, 1946

### Port Authority's Financing Record—

Port of New York Authority will observe its 25th Anniversary today by "working harder than ever," accordingly to spokesmen for the body that was created in 1921 to solve terminal and transportation problems in the New York-New Jersey port area. Touching on the vast amount of financing that has since been undertaken by the Authority, one of its financial officers said yesterday: "During the past twenty years we have issued bonds for new projects or refunding purposes of a par value of \$492 million. We have expended over \$240 million on construction of new port facilities. Our revenues over the past 18 years amounted to \$216 million. Of this amount, \$50 million was spent for operating expenses, \$83 million for interest payments, and the balance of \$83 million applied to debt reduction, the establishment of reserves, and additions and betterments to our facilities. At the present time our annual interest charge is \$4.8 million. Our interest costs have ranged from 5.11% in 1929 down to the sale in February of \$18,757,000 of our 40-year bonds at a net average interest cost of 1.35%, the lowest rate ever enjoyed by any state or municipal agency."



# The Sun

TUESDAY, APRIL 30, 1946.

## PRAISE PORT BOARD

Howard S. Cullman, chairman of the Port of New York Authority, has released messages from Govs Dewey of New York and Edge of New Jersey congratulating the commissioners and staff of the authority on the twenty-fifth anniversary of the port compact between New Jersey and New York on April 30, 1921.

Dewey said that it was a pleasure

to congratulate Mr. Cullman and his staff on the accomplishments of the authority. In unifying terminal and transportation facilities and promoting the port's commerce, Dewey said, the authority had lived up to the high hopes of the two States when they created the agency.

Edge recalled that during a previous term as Governor he had co-operated with Gov. Charles S. Whitman of New York in creating an interstate commission, which was the forerunner of the present Port Authority.

## Elizabeth Daily Journal

APRIL 29, 1946.

## Port of Authority 25 Years Old

By the Associated Press.

NEW YORK, April 29.—The Port of New York Authority—multi-million dollar terminal and transportation organization jointly operated by the States of New Jersey and New York—is twenty-five years old tomorrow.

Officials said there would be no celebration of the silver anniversary, but they made public a summary of the quarter century's achievements.

Upwards of \$240,000,000 has been spent on new port facilities. These include the \$50,000,000 Holland Tunnel, the \$80,000,000 Lincoln Tunnel, the \$60,000,000 George Washington Bridge and several smaller projects.

The world's two largest truck terminals are under construction and the port authority proposes to build a \$15,000,000 terminal to accommodate some 2,000 intercity buses which enter Manhattan daily.

Last year the port authority opened an office in Chicago "to meet the intensified competition from rival South Atlantic and gulf ports from Midwest commerce."

The move was made to recover some of the freight business rerouted away from New York during the war to avoid enemy submarines, the port authority said.

The authority is controlled by six non-salaried commissioners each from New Jersey and New York. All projects operate on a self-supporting basis without assistance from public taxation.

KINGSTON, N. Y., FREEMAN

## Marks 25th Anniversary

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MORRISTOWN, N. J., RECORD

## Praise To Commission From Two Governors

Howard S. Cullman, chairman of the Port of New York Authority, made public yesterday telegrams from Governor Walter E. Edge of New Jersey and Governor Dewey of New York congratulating the commissioners and staff of the authority on the 25th anniversary of the signing of the port compact between New Jersey and New York on April 30, 1921.

Governor Edge recalled that he had recommended while he was New Jersey's chief executive previously that a bill be enacted by the State Legislature giving him power to cooperate with Governor Charles S. Whitman of New York in creating an interstate commission, which was the forerunner of the present Port Authority.

Frank D. Abell of this city is member of the commission.

# The Paterson News

Tues., Apr. 30, 1946

## Governors Hail Port Authority

Howard S. Cullman, chairman of the Port of New York Authority, has made public telegrams from Governor Walter E. Edge of New Jersey and Governor Thomas E. Dewey of New York congratulating the commissioners and staff of the authority on the twenty-fifth anniversary of the signing of the port compact between New Jersey and New York on Apr. 30, 1921.

Governor Edge recalled that he had recommended while he was New Jersey's chief executive previously that a bill be enacted by the state legislature giving him power to co-operate with Governor Charles S. Whitman of New York in creating an interstate commission, which was the forerunner of the present Port Authority.

Governor Dewey said it was a pleasure to congratulate Mr. Cullman and his fellow-commissioners on the great accomplishments of the Port Authority. In unifying terminal and transportation facilities and promoting the commerce of the port, Mr. Dewey said, the authority has realized the high hopes which the two states shared when they created the agency in 1921.

# Plainfield Courier-News

TUESDAY, APRIL 30, 1946

## Port Authority Marks Silver Anniversary

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The world's two largest truck terminals are under construction and the Port Authority proposes to build a \$15,000,000 terminal to accommodate some 2,000 intercity buses which enter Manhattan daily.



# Port Authority Reaches 25, Is Still Building, Planning

## Joint New York-New Jersey Agency Is Custodian of Millions in Public Property; Has Spent \$240,000,000 So Far, Has Plans for More

By Robert J. Donovan

On April 30, 1921, a historic compact between New York State and New Jersey went into effect creating the Port of New York Authority as a joint agency of the two states to promote the commercial development, particularly in transportation, of the tremendously rich port of New York.

On Tuesday the Port Authority, grown to a giant of an enterprise, will observe its twenty-fifth anniversary.

The authority rounds out its first quarter of a century the custodian of the \$51,000,000 Holland Tunnel, the \$80,000,000 Lincoln Tunnel, the \$62,000,000 George Washington Bridge, the \$16,000,000 Port Authority Building and Union Inland Railroad Freight Station at Eighth Avenue and Fifteenth Street, the Gowanus Grain Terminal in Brooklyn and the three Staten Island-New Jersey bridges: The \$13,000,000 Bayonne Bridge, the \$10,000,000 Outerbridge Crossing and the \$7,000,000 Goethals Bridge.

### Still Others Planned

The Port Authority enters its second quarter of a century still building and planning.

It now has under construction the Manhattan Motor Truck Terminal, a \$4,850,000 project at Washington and Spring Streets, near the Holland Tunnel portals, and a \$2,650,000 Newark Motor Truck Terminal.

Under consideration, pending approval of the project by New York City, is a \$15,000,000 Union Bus Terminal in the block bounded by Eighth and Ninth Avenues and Fortieth and Forty-first Streets.

The Port Authority also is planning to add two new traffic lanes to the George Washington Bridge. It is studying the feasibility of taking over Newark Airport and adjoining Port Newark and of doubling the capacity of the airport at a cost of \$40,000,000. It is even considering building a new tunnel under the Hudson River, perhaps at Fourteenth Street, to handle the heavy volume of traffic between New York City and New Jersey.

### Tunnel Revenue Highest

The Port Authority, an outgrowth of the New York-New Jersey Port and Harbor Development Commission, established in 1917, to study port improvement, has spent more than \$240,000,000 in the construction of facilities. In the last eighteen years its revenues, chiefly from tolls, have totaled more than \$216,000,000.

The Holland Tunnel alone has taken in more than \$100,000,000 since it was acquired by the Port Authority on March 1, 1931. Exact figures show that between that date and Dec. 31, 1945, tunnel tolls yielded \$99,698,291.14, and obviously, tolls collected since Dec. 31 raise the total above the \$100,000,000 mark.

The prosperity of the Holland Tunnel has created a red-hot political issue in some New Jersey communities, where certain factions are demanding a reduction in the tunnel's one-way charge of 50 cents for passenger cars. The position of the Authority is that its future progress depends on a sound financial structure, since its projects are financed by sale of its own bonds, and that its financial structure would be jeopardized by toll changes.

### How Tolls Are Set

While the authority has made no statement recently showing the relation between incomes of the various projects and the over-all financial structure, the situation generally is that big money-making projects like the tunnels offset the smaller yields of projects like the Bayonne Bridge. This is the reason why, in setting the tolls for any single project, like the Holland Tunnel, the authority is obliged to consider not simply the financial status of the one project, but of the authority's entire financial establishments.

There was widespread belief in the early days of the Holland Tunnel, for instance, that some day when the tunnel had taken in enough to pay all costs of construction and financing, it would be toll-free, or almost so. Apparently no such arrangement will be realized in the foreseeable future because of the need of all existing revenues to support the authority's complex and expanding financial structure.

Of all the Port Authority's facilities, the Holland Tunnel, opened on Nov. 13, 1927, is the oldest. The tunnel, first of its kind in the world, was built and originally operated jointly by the New York and the New Jersey Bridge and Tunnel Commissions. In the early days of its construction it was known as the Hudson River Vehicular Tunnel. After the death of Clifford M. Holland, chief engineer of the project, it was named in his memory.

Mr. Holland's zeal for the project caused him to sacrifice his health by working long hours and exposing himself in the damp ground beneath the river bed, and on Oct. 27, 1924, two days before the first of the twin tubes was holed through, he died. Sixteen days later the project was renamed the Holland Tunnel.

The names of most of the authority's tunnels and bridges have interesting histories.

It is sometimes supposed, for instance, that the Outerbridge Crossing, a cantilever structure with a span of 750 feet, was so named because it is outermost of the New York bridges in the harbor. Actually, the bridge, completed in 1928, is named in memory of Eugenius H. Outerbridge, first chairman of the Port Authority. The Goethals Bridge was named to commemorate George W. Goethals, builder of the Panama Canal and the Authority's first chief engineer.

One of the principal considerations in the naming of the George Washington Bridge was that it was to be opened in 1931 as the entire nation was making plans for celebrating the next year the 200th anniversary of Washington's birth.

Almost since the day it opened, the George Washington Bridge, with its 600-foot-high twin towers and its 105,000 miles of steel wire—sufficient to encircle the world at the equator four times—has earned enough to pay its own operating expenses and interest.

As for the Lincoln Tunnel, the Authority reports that, generally speaking, this project "did not enter the black figures until 1945 and then by a very narrow margin."

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FACILITIES OF  
THE PORT OF NEW YORK AUTHORITY

GEORGE WASHINGTON BRIDGE

BAYONNE BRIDGE

HOLLAND TUNNEL

GOETHALS BRIDGE

LINCOLN TUNNEL

OUTERBRIDGE CROSSING

PORT AUTHORITY GRAIN TERMINAL

PORT AUTHORITY BUILDING

UNION INLAND RAILROAD FREIGHT STATION

*Under Construction*

MANHATTAN MOTOR TRUCK TERMINAL

NEWARK MOTOR TRUCK TERMINAL



